





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,365 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentini.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Table.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

S.S. "NANNING," 560 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunking, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

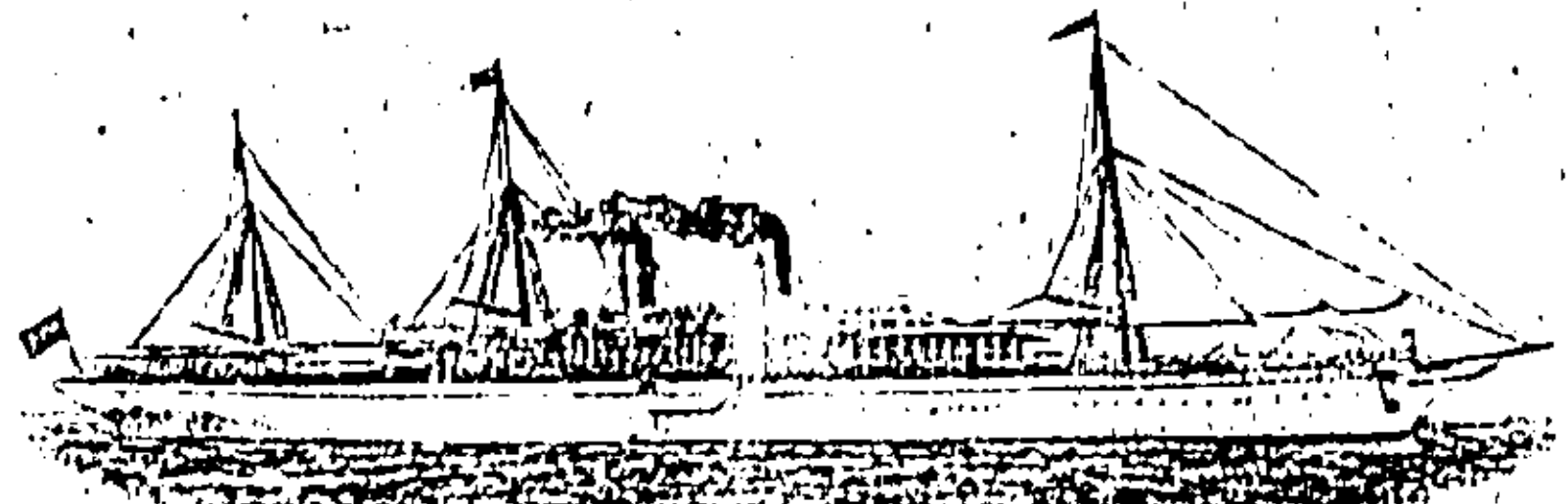
FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA".....	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE".....	5,500	WEDNESDAY, May 2	May 16
"EMPRESS OF JAPAN".....	6,000	WEDNESDAY, May 9	May 30
"TARTAR".....	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA".....	6,000	WEDNESDAY, May 30	June 20
"EMPRESS OF INDIA".....	6,000	WEDNESDAY, June 20	July 11

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £65.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £45.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 11th April, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [1]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SLAVONIA.....	FOR ODESSA (DIRECT).	About 15th April } Freight.
Forziellus.....	(Calling at SINGAPORE & COLOMBO).	April } Freight.
SENEGAMBIA.....	HAVRE and HAMBURG.	18th April } Freight.
Peter.....	(Calling at S'PORE, PENANG & COLOMBO).	18th April } Freight.
SEGOVIA.....	HAVRE and HAMBURG.	2nd May } Freight.
Schönfeldt.....	(Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.
ISTRIA.....	MARSEILLES and HAMBURG.	8th May } Freight.
Girtenbrau.....	(Calling at S'PORE, PENANG & COLOMBO).	8th May } Freight.
C. FERD. LAEISZ.....	HAVRE, BREMEN and HAMBURG.	16th May } Freight.
Meyerdiercke.....	(Calling at S'PORE, PENANG & COLOMBO).	16th May } Freight.
SITHONIA.....	HAVRE and HAMBURG.	30th May } Freight.
Brohmner.....	(Calling at S'PORE, PENANG & COLOMBO).	30th May } Freight.
ANDALUSIA.....	HAVRE and HAMBURG.	14th June } Freight.
Filler.....	(Calling at S'PORE, PENANG & COLOMBO).	14th June } Freight.
VANDALIA.....	NEW YORK.	6th May } Freight.
Hase.....	(Calling at S'PORE, PENANG & COLOMBO).	6th May } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

King's Buildings.

Hongkong, 11th April, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
GNEISENAU.....	WEDNESDAY, 18th July.
BAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.

ON WEDNESDAY, the 25th day of April, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. Malchow, with MAILS, PASSENGERS, SPECIF and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd April, Cargo and Specif will be received on Board until 5 P.M., on TUESDAY, the 24th April, and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 24th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than 22.5 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR.....	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return.....	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG.....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return.....	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR.....	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return.....	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON.....	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return.....	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton, overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 1st May.
WILLEHAD.....	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND,

Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE.....	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY.....	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE.....	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STRAMER ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ HEINRICH.....	WEDNESDAY, 25th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	ROON.....	WEDNESDAY, 9th May.
YOKOHAMA & KOBE.....	WILLEHAD.....	WEDNESDAY, 9th May.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£62. 0. 0.
TO BREMEN.....	£63. 10. 0.
TO PARIS VIA CHERBOURG.....	£65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	£65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 14th April, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

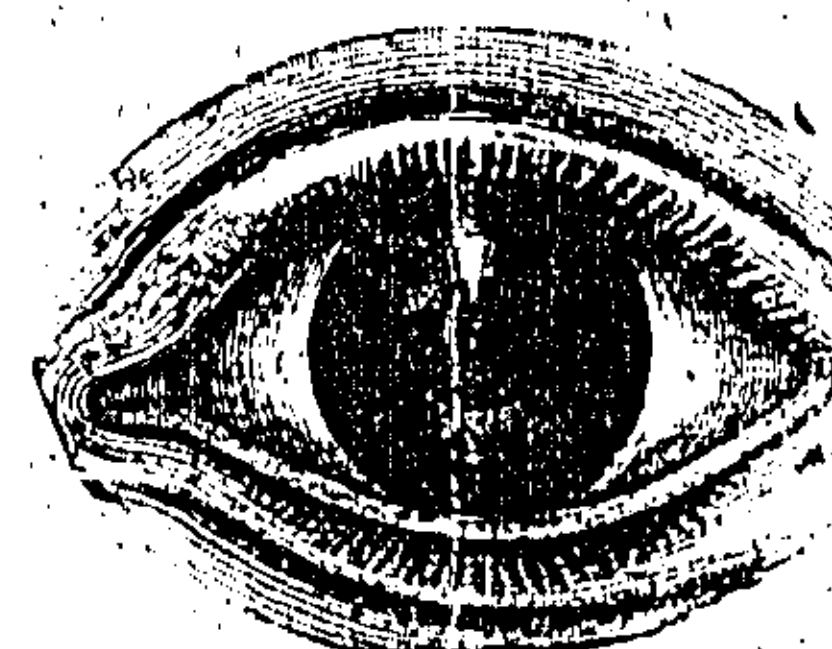
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, and Walkins.  
 Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road,  
 Hongkong, 27th November, 1905.

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## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.  
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
 The steamers sail from HONGKONG to SHUI, SHUIHUI, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.  
 These steamers have excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 23rd December, 1905.

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## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAPAN	Second half April	JAVA PORTS	Second half April
TJILATJAP.....	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH.....	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG.....	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 14th April, 1906.

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## KWONG SANG &amp; Co.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Tongs, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

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## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 &amp; 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 19th September, 1905.

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## FOR SALE.

WELSBACH'S IN-

DOOR and OUT-

DOOR 4-LIGHT

GAS ARC LAMPS,

Do. BOXED LIGHTS.







## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

## HYGIENOL

(REGISTERED).

A POWERFUL  
DISINFECTANT,  
GERMICIDE  
DEODORISER  
CHEAP  
HARMLESS  
EFFECTIVE

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

## GREGOR &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

## SHERRIES

FROM

SANDEMAN, BUCK

& CO.,

XERES, SPAIN.

OLDEST FAVOURITES

in the East.

Hongkong, 25th July, 1905.

## NOTICE.

An communication intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.

The rates per quarter and per month, proportionally. The daily issue is delivered free when addressed to a subscriber. On delivery sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue is any part of the total is 30 cents per quarter.

Single Copies. Daily, ten cents. Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 14, 1906.

## CRIME IN HONGKONG.

Hongkong's morality is distinctly on the upward grade, if we may judge from the severely statistical statement issued by the Superintendent of Victoria Gaol for the past year. It is a notorious fact that figures are by no means the best guide which we can have if we desire to form a just estimate of the crime of the Colony for a specified period, because a great deal depends not so much on the number of cases as on the character of the crimes committed. It is impossible, in the absence of any explanatory remarks, by the Superintendent of the Gaol, to say whether Hongkong is improving in this respect, but it is at least noteworthy that the number of convictions for actual crime—including petty offences of every description—showed a reduction of 1,113. In 1905 there were 64 prisoners received from the military authorities as compared with 95 in the previous year, a significant reduction. Under the heading of "On-remand or in default of finding surety" no less than 856 persons lost their liberty—temporarily, let us hope—during the year, which was a slight increase over the number of those who failed to find bail or were unable to give guarantees of good faith in 1904. In considering one item of the list of "prisoners received," which is the "quaint, official way of looking at the matter, one is inclined to ask—Are we becoming more lenient towards those who fail to pay their debts? Not so very long ago, when an individual failed to meet his obligations the creditor did not think twice over the matter. He simply clapped the debtor into prison. Nowadays, the creditor seems willing to put off the day when he must resort to the Court, hoping, no doubt, that the debtor will eventually pay up like a man—hope tells him a flattering tale; at all events there were only 49 debtors imprisoned last year as contrasted with 64 in 1904. Including those who were on remand and those unable to find security or bail, 6,227 prisoners entered Victoria Gaol last year as against 7,404 in 1904—a reduction of 1,177, giving a percentage of .057 to the estimated population, the lowest recorded for the last five years. It is noteworthy that the number of convictions from the New Territory was 109 last year or more than double that of the previous year. It does not necessarily follow that crime has increased on the mainland; the probability is that the outlying districts are better policed, with the result that crimes and offences which a few years ago would have passed unchecked are now brought to light by the vigilance of the law. No less than 3,383 persons came under the discipline of the gaol for offences not of a criminal character, and of that number 1,307 had contravened some section of the Opium Ordinance. Five beggars spent a term in gaol. The report notes that first offenders are completely separated from habitual criminals, which is satisfactory; for too often the prison officials are apt to forget that the prison exists not so much for corrective purposes as for the reclamation of the lapsed, and particularly of those who have fallen for the first time and taste the degradation of compulsory confinement. Taking it altogether there is comparatively little of interest in the report—if two births within the precincts of the prison be excepted—the only outstanding fact being the great reduction in the number of those who endured prison life for a spell during the past year.

THE Japanese Naval Department has given notice that fifteen of the merchant vessels captured during the late war are to be sold by tender. Applications must be sent to the Department by the 10th inst. The following are the steamships which are to be sold:—*Yatsuyama Maru*, *Urusan Maru*, *King Arthur*, *Danryu Maru*, *Erino Maru*, *Scotsman*, *Shikiori Maru*, *S. Vega*, *Henry Bolkov*, *Chofuku Maru*, *Balos*, *Ridgely*, and *Montara*. The sailing vessel *Antelope* is also to be sold by tender.

## SHANGHAI ENGINEERING AND SHIPBUILDING COMPANY.

While the question of the re-construction of S. C. Farnham, Lloyd & Co. was agitating the shareholders of that Company and compelling the interest of all who have been watching the trend of events in the North, we denied the assertion made by the opponents of the re-construction scheme that the very existence of the new Company was threatened by the operations of the Kiangan Arsenal docks. It was argued that the Kiangan Arsenal was flourishing so greatly that it would shortly have all the work required by the Chinese Government, Chinese owners and other shipping in its hands. Being a Government concern and bolstered up with Government money, the Kiangan Arsenal could offer better terms than the Shanghai Engineering and Shipbuilding Company. A short paragraph in the *A. C. Daily News* shows how fallacious that view was. It is as follows: "The American cruiser *Kate* was undocked and a Chinese cruiser docked at the International Dock on the 7th instant." It is evident, therefore, that the competition of the Kiangan Arsenal is largely a vain creation of the mind. If the Chinese Government find it desirable to send their warships to the International Dock in preference to the Kiangan Arsenal that is surely an indication that the fears of the pessimists, who foresaw the speedy downfall of the Shanghai Engineering and Shipbuilding Company, were also made to prove that although Mr. Kniff was a director of the new Shanghai Engineering and Shipbuilding Co. and was therefore likely to bring the large shipping interests which his firm controls to the service of the Company, the greatest amount of German ship-repairing and engineering would be placed in the hands of German firms at Kiaochow. This argument also is squelched; for, on the 14th of March last, the German man-of-war *Hilfs* was docked at Shanghai, cleaned and repaired. Here then is another instance why confidence should be retained in the Shanghai Engineering and Shipbuilding Company. With reference to this Company we may expect at an early date the official announcement that the old Farnham, Lloyd & Co. has been reconstructed with new articles under the name of the Shanghai Engineering and Shipbuilding Company, Ltd. Readers will remember the resolution for the re-construction of the Company, and it is consequently unnecessary to enter into details on that point now, except to say that the new Company is to commence operations on the 1st proximo. It is to be presumed that the new articles have been registered under the Companies Ordinance of Hongkong, and it may be expected that shareholders will be served with a notice to the effect that the resolutions passed at the extraordinary meeting will take effect on the 1st prox. In this event the directors are required to give the shareholders a clear fourteen days' notice, so that the announcement as to the registration of the new Company must be made on Tuesday at the latest, if operations are to begin on the 1st of May. In the opinion of several shareholders there is a possibility that the question of reducing the capital of the Company will once again be brought forward by the new board of directors. It is contended that the property market in Shanghai is, at the moment, far more favourable than when the scheme was first mooted about this time last year. We have no positive ground for suggesting that a reduction of the capital will be proposed by the new board, but if such be the case it is anticipated that no difficulty will be experienced in securing the £1,100,000 wherewith to return to the shareholders a sum of 20 taels per share of what is generally believed to be the over-capitalised amount of the amalgamated docks at Shanghai. It can be assumed with a reasonable degree of certainty that the valuable asset in the Old Dock would provide security for any advance which the directors of the Hongkong and Shanghai Banking Corporation might grant to enable the Company to make the return of capital suggested. We believe that such a return would be generally welcomed by the shareholders, and it would relieve the Company of the burden of earning larger profits in order to maintain the dividend on a proportionately larger capital.

## WEATHER FORECASTS.

The majority of people are inclined to scoff at the weather prophet, but withal he continues to thrive, and his very persistency may bring his detractors to his side in the course of time. From the Report of the Director of the Hongkong Observatory for last year, it appears that a comparison is made daily between the forecast issued and the actual conditions which follow. In 1905 the results of that comparison were: Success 56 per cent.; partial success 33 per cent.; failure 1 per cent.; partial failure 10 per cent. Following the method used in meteorological offices and taking the sum of total and partial success as a measure of

success, and the sum of total and partial failure as a measure of failure, it follows that 89 per cent. of the weather forecasts were successful in 1905. No doubt this is very satisfactory from the scientific point of view, but the ordinary man requires something more. For instance, it would be well to know what the Observatory officials mean by "partial success," and when they account a forecast a "partial failure." To the commonplace individual, the weather forecast is of comparatively slight interest, but to the mariner it is of supreme importance, especially in the case of those who are unacquainted with the coast conditions. In this connection an appendix, entitled "Fogs on the Coast of China," compiled by Mr. F. G. Figg, is of value, showing as it does the variation in fog conditions in the vicinity of Hongkong and around the coast generally. Mr. Figg states that "when the mean percentage of the whole of the stations is taken, April proves to be the foggiest month, 25 per cent. of the days being foggy, and September has the least fog, viz. 1 per cent. But the time of the occurrence of the maximum varies with the latitude, the S. coast recording the maximum in March, and Shantung and the Gulf of Pechili between June or July." After describing the weather conditions which tend to the creation of foggy weather the writer observes: "To the navigator the practical importance of the results arrived at is this, that about the beginning of the year whenever it is known that low pressure areas exist over China or adjacent waters he may expect to find more or less fog along the coast, its occurrence becoming more and more frequent and its character probably denser, until the period of the year when the maximum of fog obtains, is reached on the different parts of the coast." Fogs covering the most extensive areas of the coast on the same day were most frequent in April, except over the area from the Yangtze to Shantung and the Gulf of Pechili when May shows the greatest percentage. April is seen to be a very bad month along the stretch of coast comprised by the Formosa Channel and mouth of the Yangtze, the prevalence of fog on the same day being very frequent over the whole area. After April it seldom happens that fog embraces the S. coast and Formosa Channel areas at the same time, but they continue till about the middle of June in the area comprised by the Formosa Channel and the Yangtze districts, and they disappear still later in the section of the coast comprised by the estuary of the Yangtze and the Shantung districts. After the end of July there are practically no fogs covering extensive sections of the coast on the same day. It is in January that they begin to increase again. From the table compiled it appears that much more fog is found a few miles seaward of the river mouths than at the ports on the rivers a little inland. The main point in the report, however, is the weather forecasts, and nothing is said as to whether the Director is entirely satisfied with the results achieved in 1905. We are left to infer that because 56 per cent. were successful and 33 per cent. partially so the Observatory has fulfilled its purpose. As a matter of fact, few concern themselves with the existence of such an institution, except in the typhoon season, and then the Observatory's observations are of real value.

## LOCAL AND GENERAL.

THE German mail of the 13th March was delivered in London on the 11th inst.

THE Hon. Mr. Edward Osborne has been re-appointed member of the Medical Board.

MR. BENNET DUNLEIGH (war-correspondent) has been struck down with an attack of double pneumonia and lies in a critical condition.

LIEUT.-COL. C. S. SPARKES, R.A.M.C., has been appointed member of the Sanitary Board, in place of Lieut.-Col. C. L. Jossling, R.A.M.C., resigned.

THE next criminal sessions of the Supreme Court will be held on Wednesday, the 18th inst., at 10 o'clock in the forenoon.

SIR ARTHUR NICOLSON, the British delegate at the Morocco Conference, has received the Grand Cross of the Order of St. Michael and St. George for his services at Algiers.

MR. T. ASANO, President of the Toyo Kisen Kaisha, proposes to establish a joint stock company, with a capital of Yen 1,500,000, in order to improve the harbour and port of Yokkaichi.

THE Lady Superior of the Roman Catholic Mission at Kumamoto, Sister Marie Colombe, has been decorated by H. I. M. the Emperor with the Order of Merit for her services in alleviating the sufferings of lepers since 1889.

GOVERNMENT proposes to erect a public latrine on the piece of ground at Tsim-Sha-Tsui bounded on the north and east by War Department land, on the south by a lane adjoining Kowloon Inland Lot 9-9, and on the west by Macdonnell Road.

A BERLIN naturalist uses his morning cup of coffee as a barometer. If the sugar be dissolved undisturbed, air bubbles rise to and remain on the surface. If they form a frothy mass, clear, fine weather can be reckoned on. If the froth collects in a ring round the edge of the cup, showers may be expected.

COMPULSORY swimming for all children over ten years of age, except those medically certified as unfit, has been adopted by the Beckenhams Education Committee.

JULES Souchet, a Paris fireman, fell fifty feet from a ladder, while rescuing an aged lady from a burning building without receiving any serious injuries. The old lady fell on top of him, and beyond shock also escaped unharm.

"YOU are charged with having a quantity of illicit opium in your house," said Mr. F. A. Hazeland to a defendant this morning at the Police Court. "No, I have not," replied the Chinaman. "The excise officer put it there. I saw with my own eyes. I don't smoke." He was fined \$75 nevertheless.

IN consequence of several complaints being made to the police by both local and naval men of the blocking of the landing to our wharves by sampans, the police went out on Thursday and secured several sampan owners who were brought up at the Police Court this morning and charged with obstruction. They were each fined \$5 and cautioned.

PROGRAMME of music to be performed by the Band of the 119th Infantry on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:—  
March....."The Rifle Regiment"  
Overture....."Le Reine du Jour"  
Waltz....."L'Amour"  
Selection....."The Cuckoo"  
Pavane....."The Cuckoo"  
New Dance....."The Cuckoo"  
God Save the King.

WARAN Das, an Indian hawker, No. 36, Elgin Road, Kowloon, figured in the dock at the Magistrate's Court this morning, being charged with stealing from his employers 40 rolls of silk, 12 rolls of grass cloth, 20 dozen handkerchiefs, etc., and \$200 in hard cash; total value, \$3,000, on or about the 11th instant. The defendant denied the charge. Inspector Langley, who prosecuted, asked for a remand. The case was accordingly adjourned until Tuesday next.

THE launch of the steam-ship *Loong-wo*, which has been built by the Hongkong and Whampoa Dock Company to the order of the Indo-China Steam Navigation Company, will take place on Wednesday, 18th inst., at 5 p.m. The *Loong-wo* is intended for the Yangtze trade, and as an evidence of the interest which is being manifested in this trade it may be noted that the *Li Fong*, belonging to the *Messageries Reunis*, arrived at Hongkong the other day, en route to Shanghai, and she will also be employed on the Yangtze. The *Li Fong*, which is a sister ship of a vessel (the *Lima*)—belonging to the same firm—already plying on the Yangtze, left yesterday for Shanghai.

THE final association football match for the Soldiers' Club Challenge Shield was held on Club football ground at Happy Valley on Thursday afternoon. The finalists were West Kents and the Royal Engineers. Both teams played a good game but were greatly hampered by the slippery condition of the ground. The West Kents were, however, quicker in taking the ball, and when half-time was called they were leading by a single goal. On changing sides the Engineers attacked their opponents' citadel, but they were entirely out of luck in piloting the leather home. The West Kents secured their second goal, and won a good match by two goals to nil.

A REUTER telegram, published in the *Strait Times*, says:—The inquiry into the Scots Guards ragging case has been opened. Lieut. Kennedy (the officer ragged) stated that Lieut. D. Hamilton, C. Hamilton, Harford, and Joffe killed-martialed him on the charge of being in a filthy condition, and for telling the Colonel a lie. They afterwards stripped him, drenched him with motor-oil, and half smothered him with him. He admitted association with a woman. Colonel Cathbert stated that the surgeon notified Kennedy's condition to him. He understood that Kennedy had some skin disease on him before this. The Colonel admitted having declared, in disgusted manner, that it was a matter for the subalterns to settle. But, by saying this, he only meant moral pressure. Later despatches stated: Surgeon-Major Whitson testified that he was suffering from lichen, three orders and two army doctors testified to his cleanliness. Lieutenant-Colonel G. J. Cathbert accepted all the responsibility of punishing Lieutenant Kennedy. The inquiry has now been closed.

## SAILORS IN TROUBLE.

LIVELY SCENES IN HONGKONG SHOPS.

JAMES O'Dell, able seaman, H.M.S. *Kent*, was charged before Mr. F. A. Hazeland, at the Police Court this morning, with assaulting a shopkeeper at No. 102, Queen's Road East, on the night of the 12th instant. When asked what he had to say, O'Dell said he had too much beer in him and could not remember what occurred on Thursday night. Evidence was heard to the effect that defendant entered the shop and hailed the complainant with a smack across the face. Then the row commenced. His Worship fined defendant \$5.

## A BAD SHOT.

JAMES EDWARD OAKLEY, stoker, H.M.S. *Kent*, was the next to face the Court in answer to four charges: (1) behaving in a disorderly manner while drunk in an eating-house at No. 223, Queen's Road Central last night; (2) damaging property in the shop; (3) assaulting a Chinese policeman; and (4) assaulting the shopkeeper. The defendant pleaded guilty to the charges. The complainant was called and he said that Oakley entered the shop on Thursday night and knocked down a table containing crockery ware. When spoken to, defendant picked up a rice basin and flung it at his head. He failed to hit the target, so Oakley used his fist on the Chinaman. A policeman was called and defendant "went for" the policeman but was afterwards arrested. His Worship imposing a fine of \$11.50—which included compensation for damage done in the shop—remarked that he took into consideration Oakley's good character on board ship.

## MAIL ESTEATED.

ROBERT ROBSON, seaman, U.S.S. *Monmouth*, was arrested on Friday night for behaving in a riotous and disorderly manner whilst drunk in Queen's Road Central. At the Central Station he was released on \$10 bail. This morning he failed to turn up in answer to the charge and his bail was ordered to be estreated by Mr. Hazeland.

## SIR ARTHUR MOORE.

VISITS GOVERNOR MONTENEGRO

AT MACAO.

[From Our Own Correspondent.]

MACAO, 12th April, 1906.  
The first visit to Macao of the new Commander-in-Chief of the British Naval Squadron in China was made on Wednesday. At six o'clock in the evening that day H.M.S. *Alacrity*, flying the flag of His Excellency Vice-Admiral Sir Arthur W. Moore, anchored in the roadstead. At ten o'clock this forenoon the Admiral landed in the inner harbour of Macao at what is known as the old Naval Station pier. Early in the morning the river gunboat *Mooren* steamed out from her moorings to the *Alacrity* in the outer harbour; the Admiral having embarked on board the *Mooren*, she returned to Macao.

At the wharf to receive the distinguished visitor a guard of honour, under an officer of captain's rank, was posted. Sir Arthur Moore on landing was received with all the honours due to his rank, and then inspected the force. Accompanied by his aide-de-camp and the Commander of the *Alacrity*, the British Admiral, attended by the Portuguese Chief of Staff, Captain Damao de Meneses of the Artillery, proceeded to Government House on a formal visit to the Governor of the Colony, Senhor Martinho de Montenegro. Another guard of honour in command also of a Captain awaited Sir Arthur Moore's arrival at the gubernatorial residence. The honours accorded the British visitor are what are equivalent to those given in Portugal to a General of Division.

After the usual exchange of courtesies the Admiral and the British officers returned aboard the *Mooren* in port.

At eleven in the forenoon the Governor returned the Admiral's visit on board the British gunboat. At 1 p.m. the Admiral returned to the *Alacrity*, which weighed anchor and steamed out in the direction of Canton. Had the Admiral not left to-day and had prolonged his stay at this port, His Excellency would have been entertained at a banquet at Government House. The members of the Macao Club are entertaining their friends at dinner on Easter Sunday and it was the intention of the committee to invite the British Admiral and his suite to honour the Club with their presence at the function.

## THE CHEKWAN EXCURSIONS.

CHINESE ANCESTOR-WORSHIPING.

The annual pilgrimage of Chinese to Chekwan to visit the tombs of their ancestors, and to do homage to their forefathers, commenced on Thursday, and is continuing daily until Monday next, when the last excursion will be made. Up to and including to-day's departure, it is estimated that something like 10,000 Chinese have made the pilgrimage, and it is anticipated that some 5,000 will avail themselves of the remaining two days' excursions.

Yesterday, Good Friday, being a public holiday, the opportunity was taken advantage of by some 400 Europeans to make the trip and see what was to be seen, though the weather considerably marred the pleasure of the outing. The early part of the day was fine and clear, and good weather was anticipated, but those anticipations, unfortunately for those concerned, were not realized, as about noon the weather thickened and heavy clouds loomed up, and ere long discharged their contents in drizzling torrents, so that it turned out a very wet festival for the participants, the majority of the Europeans, no doubt, being sorry they went.

## RIFLING A BLUEJACKET'S POCKETS.

Two Chinamen, who are unable to give a satisfactory account of themselves, were brought before Mr. F. A. Hazeland this morning, charged with rifling the pockets of an American blue-jacket on Queen's Statue wharf on the 12th instant. Two independent witnesses said that at 11.45 p.m., on the day in question, they saw four Chinamen kneeling over the prostrate body of an American blue-jacket and going through his pockets. When they saw that they had been discovered the four men took to their heels. A chase ensued and two men were arrested, one by a British warrant officer and the other by an Indian civilian. Inspector Warnock said that the defendants had been in the Colony for over a year and during that period were never known to have been employed. Mr. Hazeland adjourned the case for further inquiries to be made as regards the characters of the defendants.

KAISER SINGH, a watchman employed at the Sikh Temple at Morrison Hill Gap, was charged with being in possession of a sword-stick without the necessary permit from the police. Another Indian who had recently arrived from Shanghai gave information to the police, for Kaiser, in a quarrel with him in the temple, threatened to do something rash with the weapon. Mr. Hazeland imposed a fine \$15, and ordered that the stick be forfeited.

## SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kutnam*) 15th inst.  
French (*Polynesian*) 16th inst.  
American (*Hongkong Maru*) 18th inst.  
American (*Korea*) 22nd inst.  
Canadian (*Tartar*) 1st prox.  
The P. & O. S. N. Co.'s s.s. *Palermo* left Singapore for this port on 13th inst., at noon.  
The Great Northern s.s. *Dakota* left Shanghai for this port on 12th inst., at 11 a.m., and is expected here on 14th inst.  
The N. Y. K. European Line s.s. *Dingo Maru* left Shanghai for this port on 13th inst., and is expected here on 16th inst.  
The N. Y. K. Australian Line s.s. *Yawala Maru* left Manila for this port on 14th inst., and is expected here on 16th inst., a.m.







## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEUCER"	16th April.
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCUS"	15th "
GLASGOW and LIVERPOOL	"RHIPES"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

The S.S. "Teucer" left Singapore at noon on the 11th inst., and may be expected here on the 16th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"MACHAON"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
* GENOA, MARSEILLES & L'POOL	"CALCHAN"	20th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	3th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
* GENOA, MARSEILLES & L'POOL	"HYSON"	20th "

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TEUCER"	18th April.
	"TYDEUS"	16th May.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	25th April.
	"YANGTZE"	25th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th April, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

SHANGHAI	"KIUKIANG"	17th April.
TIENSIN and WEI-HAI-WEI	"HUICHOW"	17th "
MANILA	"TAMING"	17th "
CHEFOO	"KANGHONG"	18th "
CHINKIANG	"NINGPO"	20th "
SHANGHAI	"SHANGSI"	20th "
MANILA, ZAMBOANGA, PORT DARWIN, WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "

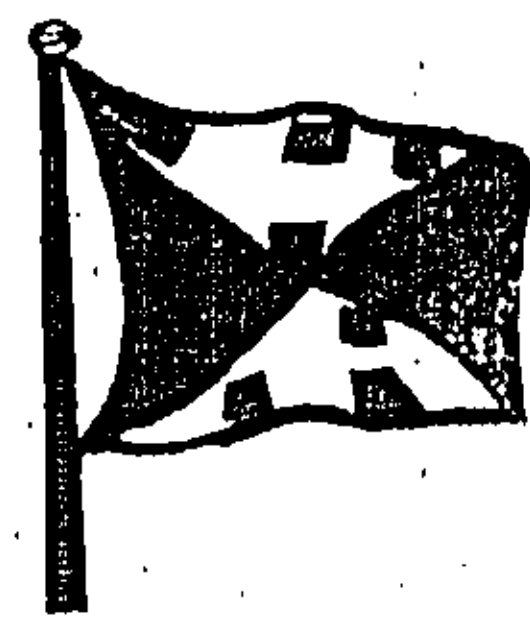
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th April, 1906.



## HONGKONG—MANILA.

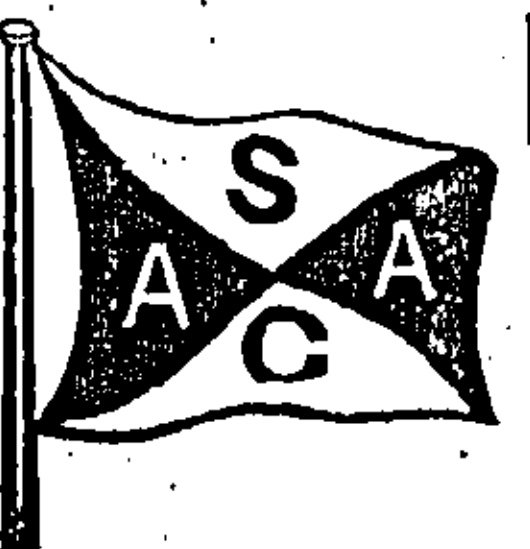
Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st April, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 28th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th April, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 5th April, 1906.

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.SIEMSEN & Co.  
Hongkong 28th May, 1905.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.FARES:—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$2; Return, \$3; 3rd Class, Single, 30  
cents; Return, 50 cents; Steerage, 10 cents.Breakfast, Tea and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.SAM WANG Co.  
Hng. cong, 2nd January, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.  
"KWONG TUNG" 1,238 H. W. WALKER.Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.Passage Fare—Single Journey ... \$4  
Meals ... \$1 each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

FOR SINGAPORE, PENANG & CALCUTTA	ONSANG	WEDNESDAY, 18th April, Noon.
SHANGHAI	CHOYANG	WEDNESDAY, 18th April, 4 P.M.
MANILA	LOOYANG	FRIDAY, 20th April, 4 P.M.

\* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.  
\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 14th April, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldtmann	April 16th.
"ARADIA"	4,183	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and  
States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH,"  
will be despatched for the above Ports, on  
or about 25th April.  
For Freight, apply toSHEWAN, TOMES & CO.,  
Agents.

Hongkong, 12th March, 1906.

## "SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND  
ANTWERP.

THE Steamship

"MERIONETHSHIRE"  
will be despatched for the above Ports, on or  
about the 10th May, 1906.  
For Freight etc., apply toSHEWAN, TOMES & CO.,  
Agents.

Hongkong, 12th April, 1906.

## "SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"  
will be despatched for the above Ports, on or  
about the 15th May, 1906.  
For Freight etc., apply toSHEWAN, TOMES & CO.,  
Agents.

Hongkong, 6th April, 1906.

## NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR

KUDAT and SANDAKAN.  
Taking Cargo at through rates to Tawao, Lahad  
Datu, Labuan, Jolo, Zamboanga and Menado.  
THE Company's Steamship

## "BORNEO."

Captain F. Semblitt, (ready to load on Thursday,  
the 12th instant), will leave on TUESDAY,  
the 17th instant, at 9 A.M., instead of as pre-  
viously advertised.For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 12th April, 1906.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

## "ARRATOON APCAR."

Captain E. Fey, will be despatched for the  
above Ports, on WEDNESDAY, the 18th  
instant, at Noon.For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 10th April, 1906.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Port Darwin and  
Queensland Ports, and taking-through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

## "EMPIRE."

Captain Helms, will be despatched for the above  
Ports, on SATURDAY, the 28th instant, at  
Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Pro-  
visions, Ice, &c., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 3rd April, 1906.

## Consignees.

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, GLASGOW  
AND LIVERPOOL.CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th instant will be subject  
to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 21st  
instant, or they will not be recognized.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th instant, at 3 P.M.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 12th April, 1906.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

## "SACHSEN."

Having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.,  
THIS MORNING.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on WEDNESDAY, 18th instant, at  
9.30 A.M.All Claims must reach us before the 23rd  
instant, or they will not be recognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 12th April, 1906.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

## "PRINZ SIGISMUND."

Having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TOMORROW.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 17th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, 17th instant, at  
9.30 A.M.All Claims must reach us before the 23rd  
instant, or they will not be recognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 10th April, 1906.

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON  
AND STRAITS.

THE Steamship

## "FLINTSHIRE"

Captain G. C. Cundy, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon and stored at Consignees'  
risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 16th instant will be sub-  
ject to rent.All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 17th instant, at 2.30 P.M.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 10th April, 1906.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

## "CEYLON."

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co's Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 12th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 6th April, 1906.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochin  
China, Ceylon, India and the Far East  
generally.A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.A special feature is made of full and accu-  
rate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider-circulation than any journal in the Far  
East.Special attention given to effectively display-  
ing advertisements.The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.







## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LON-  
DON, HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "ARMAND BEHIC."

Captain E. Guionnet, will be despatched for  
MARSEILLES on TUESDAY, the 17th  
April, at 1 P.M.  
Passage tickets and through Bills of Lading  
issued for above ports.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS..... 1st May.  
S.S. POLYNESIE..... 15th May.  
S.S. CALEDONIE..... 29th May.  
S.S. SALAZIE..... 12th June.  
S.S. TOURANE..... 26th June.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 5th April, 1906. [11]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "ARCADIA."

Captain W. W. Cooke, R.N.R., carrying His  
Majesty's mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 21st  
April, 1906, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. Victoria, 6,522 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Arabia,  
due in London on the 3rd June, 1906.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 7th April, 1906. [14]

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BUAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA:

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,600	E. V. Roberts	23rd April
Trenton	9,600	T. W. Garlick	—
Hyades	3,753	J. Alwen	—
Lyra	4,417	G. V. Williams	—

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Trenton  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 4th April, 1906. [12]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
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"DEN OF KELLY"..... 17th April.

For Freight and further information, apply  
to DODWELL & CO., LIMITED,  
Agents.

Hongkong, 11th April, 1906.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Chri-  
sten's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE &amp; SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.	\$22.50
"	"	20.00
"	"	16.75
"	"	20.00

## WHISKY, FINE MALT.

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN &amp; CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [13]

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

## GENERAL HOUSEHOLD

## FOR

## REQUISITES.

## EASTMAN'S

&amp;c., &amp;c., &amp;c.

## KODAKS, FILMS,

## AND

Telephone 256.

## ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 15th May, 1905. [10]

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$10,000,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/00/16 = \$26.87 for 2nd half-year 1905	5 %	{ \$860. London £88.10 \$40 buyers
National Bank of China, Limited.	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$350 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$350 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$900,000 \$169,218 \$202,455 \$196,955	Nil.	\$4 1/2 for year ended 30.3.1905	4 1/2 %	\$96 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 90
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$311,453 \$1,043,910 \$1,152,304 \$750,000 \$5,800	\$2,339,112	\$40 for 1904	5 %	\$790 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$800,000 \$1,000,000 \$220,488 \$1,221,928	\$426,284	\$12 and \$3 special dividend for 1903	8 %	\$190 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$88,941 \$250,000 \$5,800	\$344,418	\$6 for 1904	7 %	\$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,043,910 \$1,152,304 \$750,000 \$5,800	\$422,618	\$25 for 1904	8 1/2 %	\$305
SHIPPING.								
China and Manila Steamship Company, Limited.	30,000	\$25	\$25	{ \$6,000 \$261,638 \$88,941 \$250,000 \$5,800	\$6,563	\$1 1/2 for 1905	8 1/2 %	\$18
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$88,941 \$250,000 \$5,800	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$1,000,000 \$1,043,910 \$1,152,304 \$750,000 \$5,800	\$21,080	\$1 for second half-year 1905	8 1/2 %	\$25
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £241,150 £3,999	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited.	200,000	Tls. 50	Tls. 50	{ Tls. 20,000 Tls. 100,000 Tls. 400,000	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 3 1/2 for 1905	8 1/2 % 7 %	Tls. 18 buyers Tls. 50 buyers
Shell Transport and Trading Company, Limited.	2,000,000	£1	£1	{ £1,144 £65,000 £24,257	£207,815	1/- (Coupon No. 6) for 1905	4 %	26 1/2 buyers
"Star" Ferry Company, Limited.	10,000	\$10	\$5	{ Tls. 98,000 Tls. 38,000 Tls. 81,200	\$929	{ \$1.80 for year ending 30.4.1905 \$0.90	{ 5 1/2 % 4 %	{ \$32 \$23
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 38,000 Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 371 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	13 1/2 %	\$180 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000	\$132,588	\$3 for 1897	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04	...	Tls. 721 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	Final of 1/- (No. 5)	...	Tls. 10.35 buyers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none G. \$90,050	G. \$90,050	Final of 50 cents making G. \$1 for 1905	...	G. \$16
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$3 sales
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited.	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 1181 sales
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	9 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$500,000 \$55,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	6 %	\$104
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$20,500	\$362,232	\$6 for second half-year 19 5	7 %	\$169 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$20,500	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	7 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$4,516	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	{ Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	8 1/2 %	\$30
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	7 1/2 %	Tls. 140 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,710	{ \$2.40 on \$12 for 1905 7% on \$7 1/2 for 1905	13 1/2 % ...	{ \$18 \$15 1/2 buyers
Do. (new issue)	24,000	\$15	\$15	{ none	None	None	...	\$300 buyers
Do. (Founders')	123	\$15	\$15	{ none	None	None	...	\$133 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071	619	\$5 for second half-year 19 5	7 1/2 %	\$116 1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.	20,000	\$100	\$100	{ \$250,000 Tls. 24,986	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 %	\$116 1/2 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,986	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none \$4,699	\$4,699	Final of \$5 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 1/2 %	\$11 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 909,593 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 120 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	12 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$16 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 621 buyers
Lao-ung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	12 %	Tls. 66 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,450	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 %	\$100 sales
Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$314	\$770	1/3 per share for 1904	9 %	\$7 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32 ex div.
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	...	\$51 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 80
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1905	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$10,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$186,000	\$52,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$20 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ none	\$7,551	Final of \$1 1/2 making \$2 1/2 for year 29.2.05	11 1/2 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,151	{ \$1.00 for year ending 1.4.1905 50 cents for year ending 1.4.1905	6 % ...	{ \$16 1/2 \$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000	\$2,795	\$15 for year ending 30.1.1904	7 %	\$23 1/2 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$180,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$61,000	\$5,813	\$9 for 1905	6 1/2 %	\$143
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$25,000	\$83	Final of 50 cents making \$1 for the year	10 %	\$10 sellers
Maatschappij tot Mijne, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 328,210 Tls. 19,405	Tls. 35,849	{ first interim of Tls. 7 1/2 paid 15.3.06 account 1906	9 1/2 %	Tls. 235 sales
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	{ Tls. 31 final & Tls. 14 bonus making Tls. 8 1/2 1905	6 1/2 %	Tls. 130 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 67 1/2
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 28,820 Tls. 25,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 190,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	8 %	Tls. 65 buyers
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000 20,000	{ £20 £20 £25 \$5	{ £20 £20 £25 \$5	{ Tls. 190,000 Tls. 45,000 Tls. 37,000 Tls. 8,000	{ Tls. 85,592 Dr. \$5,068 \$1,134	{ Final of 37/6 making 52/6 for 1905/6 First year None 50 cents for year ended 31.5.05	{ ... ... ... 8 1/2 %	{ Tls. 400 ex div. Tls. 200 buyers \$20 \$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ Tls. 15,295 Tls. 4,000	\$551	{ 80 cents for year ended 31.5.1905 \$19.80	{ 9 % 11 %	{ \$9 \$18 1/2
Do. (Founders')	100	\$10	\$10	{ \$20,000 \$25,000	\$551	Interim of 50 cents for 1905	7 1/2 %	\$13 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$20,000 \$25,000	\$6,096	Interim div. of 50 cts. for the year 1905/6	9 1/2 %	\$10 ex div.
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	9 1/2 %	\$10 ex div.



# The Hongkong Telegraph.

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### MARRIAGES.

On the 4th April, at Shanghai, HUGH KIRK, HOPKINS, Tientsin, and AGNES MOFFAT, second daughter of Thomas Hogarth, Bath, England.  
On the 4th April, at Shanghai, ARCHIE D. PAINE, eldest son of the late John Stewart Paine, Shanghai, to ALICE MARV, only daughter of the late Alex MacCallum and Mrs. MacCallum, of Shanghai.

### DEATHS.

On the 31st March, at Vladivostok (of heart disease), M. TEIFFENBERG, of Shanghai, aged 58 years.  
On the 2nd of April, at Shanghai, HENRY LEWIS, Yangtze pilot, native of U.S.A., aged 71 years.  
On the 4th April, at Shanghai, WILLIAM BELL, aged 49 years.  
On the 4th April, at Kobe, whilst on his homeward voyage, J. H. SAYRE, Second Assistant, I. M. Customs Service.

## The Hongkong Telegraph

MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, APRIL 14, 1906.

### MORE PIRACY.

(7th April.)

Repeatedly we have called attention to the necessity for action by the Powers in the suppression of piracy on the coast of China. For the last few months many cases of dastardly attacks upon innocent traders have been reported, and now we record to-day another instance in which a well-known missionary has been the victim of the pirates' depredations. In this case the piratical attack occurred near the village of Tung, in the San-hing district, about eighty miles from Canton by water and thirty-five miles as the crow flies. The robbery showed that there had been skill and conception in its planning and execution, and the probability is that these people were in league with the numerous bands of pirates which infest the delta of the Canton river. Dr. C. R. Hager, head of the American Board Mission in Hongkong, was the victim, and, as he states, had it not been that no resistance was shown by all those in the vicinity the result would in all likelihood have been serious for the reverend gentleman. The pirates were well armed, and the method by which they pursued their attack is similar in all respects to

one recorded in these columns about three years ago, when a foreign member of the Chinese Imperial Maritime Customs was the victim. The pirates began by firing at the passengers, then boarded the boats and removed whatever they could find in the way of valuables. In the present case it is a noteworthy fact that the pirates in their search for goods were particularly anxious to discover the presence of banknotes amongst the passengers. Had these men been raw recruits, or merely the native marauders that range along the boundaries of their limited territory, it would be understood that they would not realize the value of paper currency, and therefore since the band which attacked Dr. Hager appeared to know the value of this easily convertible form of money, it may be surmised that they were old hands at the game, and would not burden themselves with unnecessary gear. It is satisfactory to know that in this case the U.S. Consul-General has taken the matter in hand, but this is only the culminating instance of a series of depredations which we have reported. Energetic as the present American representative in Canton may be, we submit that the time has arrived when compensation from the Chinese Government is not all that should be demanded. In their own interest the Powers are bound to intervene to claim adequate protection for the vessels and persons of their countries, and to take in hand themselves the repression of such crimes as make the delta of the Canton rivers a source of the utmost insecurity and danger at the present time. It would appear that the Provincial authorities of China and especially of the Kwang provinces are incapable of maintaining order and good government, and therefore it behooves the Powers to exercise that authority which will be a guarantee for the traders of their nationality, and at the same time rid China of the pests who wax fat on the incapacity of their own Government. At all events there is no denying the fact that some radical change must be made in the method of controlling the waterway between Canton and the ports in the West and North Rivers, if life is to be protected and trade facilitated.

### "CHINA'S SORROW"

(9th April.)

The Hwangho, or Yellow River, has well been named "China's Sorrow," and the suffering and loss it has occasioned are incalculable. The time must come—sooner, it is hoped, than later—when the problem of this river will be seriously investigated. Such is the concluding statement by Capt. W. F. Tyler, Coast Inspector, in his "Notes on the Hwangho, or Yellow River, including extracts from a report on the condition of the south bank immediately below Lo-k'ou." In the early part of 1903 Capt. Tyler was instructed by the Inspector General of Customs to proceed to Shantung and render some advisory services to His Excellency the Governor of that province in connection with waterways. The service required proved to be in regard to the Hsiao-ching-ho and its navigational possibilities. The result of Capt. Tyler's exhaustive investigations is now published in the form of a Yellow Book in the special series of the Imperial Maritime Customs' valuable publications and for a copy of which we are indebted to the local Commissioner of Customs. The report describes the condition of this important waterway, the immediate measures of protection which should be taken within the limits of ordinary expenditure; the measures which can be undertaken by an extraordinary expenditure, and other necessary works. Under the last section Capt. Tyler says: "It should be remembered that in several particulars of paramount importance the condition of the Hwangho is getting worse and worse: (a) the amount of silt brought down is on the increase; (b) the flood volume (at all events in the upper part) is on the increase; and (c) the low-river volume is on the decrease. This serious condition is one which we can consider, to certainly exist by reason of the steadily increasing effects of deforestation in the mountain districts. Existing torrents in the denuded hills give birth to new torrents as they score their way into the mountain sides. The rainfall and melted snow is carried faster and faster into the river, while in the dry season the drainage from the country is correspondingly decreased." We are told the question of silt is the dominant factor in the problem of the Hwangho, and is the one that no one province can solve for itself. Before, too, it can be considered as a problem for definite solution, a great deal of information requires to be collected. The first and most obvious remedial scheme, it is mentioned in the report, would be to try and make the water carry the silt down to the sea—to straighten the bends by training-work and to bring the low and high river channels to sections best adapted to the volumes. The serious difficulty in the way of this is the decreasing volume of water as the sea is approached, owing to exfiltration through the permeable bed of the river. Another scheme is to take steps in the upper part of the river—in Honan, Shansi, and Shensi—to mitigate the erosion of the river banks and that of its tributaries, by afforestation, to ameliorate the torrents caused by a more regular flow from the new denuded uplands. Such a work is of such immense magnitude and, as regards afforestation, would take so many years to have any appreciable effect, that it is to be considered as outside the limits of a scheme for the control of the Yellow River within the lifetime of the present generation. Still another scheme that has been mentioned is the formation of huge reservoirs in

the mountain districts to regulate the flow of water and to act as silt-depositing basins. This idea, Capt. Tyler states in his report, has been condemned by Mr. de Rijke, on account of the vast expense, the temporary character of the remedy, and the danger. A prevalent Chinese idea—one shared, he believes, by some Europeans—is that the remedy can be obtained by clearing the mouth of the river—that it is the accumulation of detritus there that restricts the flow of the water and, consequently, the bringing down of silt. The condition of the mouth of the river, however, cannot properly be looked upon as the cause of the state of affairs higher up; it is merely the result of that state. Doubtless dredging operations on a very large scale would have a good effect for a limited distance up; but even for this they would have to be continuous. Capt. Tyler's conjectural scheme which he has in his mind is as follows:

1. By training-works, which would possibly in part include low dikes which would be flooded at high river, get the low-river channel under control, and gradually bring it to the section which was best suited to the discharge of silt; lead this channel in long curves about midway between the present flood dikes—modifying these latter, however, where they were too close; encourage the deposition of silt in the immediate neighbourhood of the flood dikes by the growth of willow scrub; where the flood channel is unnecessarily wide and the flood plain sufficiently high, embank portions, and devote them to the owners of expropriated lands.

2. By a survey of the river, and its neighbourhood ascertain the position of the low lands and the relatively high; select a "low" of suitable size, say, 50 by 20 miles, as far up the river as possible and bordered as much as possible by a "high"; embank this area and expropriate the land; into this area train the low-river channel, and from it again lead the waters into the existing bed; as soon as possible reclaim the deserted river bed, fertilising it by suitable floodings, and appropriate it to the use of expropriated natives.

To summarise his considerations, Capt. Tyler says: "The Hwangho in its present condition incurs an annual expense and loss which has been roughly estimated at 5 million taels, and, in addition, there is the annual expenditure of life and suffering. But what about the conditions and risks of the future? Will these be the same as in the past? It is known for certain that the conditions are getting worse and that the dangers of the immediate future are incomparably greater than those of the past; so great are these dangers, so certain, indeed, under present methods is disaster, that the sum that could properly be spent to insure against them would be very great. But it is quite possible that these can be insured against by a sum which is no greater than that which is now annually spent—i.e. the sum of 31 millions a year, properly handled, might well suffice for the purpose. Even, however, if twice as much be required, it would be a cheap insurance." The first step is, as the Coast Inspector so clearly pointed out in his preface, for the Government to be persuaded of the urgency of the matter—of the dangers that are impending,—to be impressed with the fact that the thorough control of the river can with certainty be effected.

### KOWLOON-CANTON RAILWAY.

(10th April.)

In a recent issue of the *Hongkong Telegraph* we were in the happy position of being able exclusively to furnish our readers with an account of the work proceeding in connection with the Kowloon-Canton railway on the British section of the line. At that time, it, no doubt, came as a surprise to the majority of people to learn that not only had the surveying of the route been completed, but that work had actually been commenced at five different places, by the erection of embankments which were intended to provide suitable levels, and carry the line at a safe distance above possible inundations, and over natural obstacles. Since the publication of that news, the work on the new line has proceeded with unabated energy and, for a Government project, with unexampled vigour. The Government have been pushing on the construction of the British section at the utmost speed and, although little or nothing has come to the attention of the public through the agency or medium of the Legislative Council as representing the community, there has been no slackness in the progress of the work. Rather the reverse, for it will be found that when His Excellency the Governor has occasion at a future meeting of the Legislative Council to refer to the Kowloon-Canton railway he will be in a position to announce that the work has advanced by immense strides, and that the sums already voted towards the construction of the track have been largely exceeded. Indeed, His Excellency will, in all likelihood, ask the Council to appropriate an additional sum for the project, and that vote will be for a very considerable amount, if it is not merged in the sum of £2,000,000 sterling which, under a recent Ordinance passed by the Legislature, the Government is empowered to raise for railway purposes. We understand that work is actively proceeding at regular intervals along the route of the railway. The superintending office, it has been decided, will be located at Tsim-sha-tui, and already the staff is fully organised. The contractors have submitted their tenders which have been accepted and have begun operations. Some 15,000 labourers and foremen, it has been roughly estimated, will ultimately be engaged at one and the same time on the line—and it is probable that they are even now bending every

effort to the speedy completion of a Government venture, which will mean so very much to Hongkong. The fact that 15,000 men will be engaged in the arduous operation of levelling the country in the New Territories through which the line will take its course, implies that great, not to say exceptional, efforts are being made to carry the project through in the shortest space of time. On this occasion, at least, no lagging spirit is being shown by those at the head of affairs, and we may take it for granted that every means to accelerate matters will continue to be adopted. This is probably the most interesting news that the people of Hongkong could obtain, for it indicates that the Government is not slow to recognise the material advantages to be derived by the early completion of the Kowloon-Canton railway, and is determined, at all hazards, to see constant communication by rail established between this Colony and the great city of Southern China.

### JAPANESE POLICY IN CHINA.

A highly important and instructive interview with the Prime Minister of Japan, Marquis Saionji, on the subject of the policy at home and abroad of the recently-elected Ministry appears in the *Kobe Herald* from the pen of Mr. Curtis, who recently passed through Hongkong. Since the present Ministry took office, the Premier, following Japanese precedent, has been studiously incommunicative, with the result that those interested in Japanese aims and objects in the immediate future have been engaged in a somewhat hopeless attempt to deduce the intentions of that country from the latest acts of the Government. On the one hand we are reassured that all the Japanese troops in Manchuria have now returned to Japan, while only one-third of the Russians have embarked for home so that the Manchurian difficulty still remains. It is satisfactory to note, however, from a telegram which appears in another column, that Manchuria will be evacuated by the entire Russian forces within eighteen months. Russia has solemnly undertaken to see that promise carried into effect. Marquis Saionji was questioned as to the political outlook in Eastern Asia, and incidentally reference was made to the native outbreaks that have lately occurred in Southern China. The Marquis expressed the opinion that affairs in China and Manchuria are now in a fairly settled state, and that so far as human foresight can judge, peace in the Orient may be held to be assured for a considerable period. He regarded the recent outbreaks of lawlessness in Southern China as purely local and in no way indicative of the presence of an anti-foreign spirit in the councils of the governing authorities. Such outbreaks, deplorable though they are, he considered bound to recur, and therein, in his opinion, lay the only real menace to the peace of the East, inasmuch as it is impossible to predicate the probable policy of foreign Powers in the event of further outrages occurring. He did not consider that any of the more recent acts of rapine and murder were allied in any way with the condition of things antecedent to the Boxer outbreak, which was encouraged, if not instigated, by officials within the Palace. It is important to learn that a statesman of Marquis Saionji's rank should be found on the side of those who believe that the sporadic outbreaks at different places in China do not represent Chinese views as a whole, but are merely the irresponsible acts of individuals who gain temporary notoriety among their fellows by decrying the foreigners. The question as to how far the missionaries could be blamed for these occasional acts of crime was mooted. The Marquis unhesitatingly acknowledged the purity of motive of many of the missionaries, and paid a high tribute to their zeal and self-denying labours, but he thought it could not be denied that many of them go beyond their true and lawful province and indirectly meddle in political matters, sometimes affording asylum to refugees, and interfering with the course of justice and the authority of the mandarins over their own people. Coming to the question of the "open door" in Manchuria, the interviewer plainly said that misgivings prevailed in many quarters that the "open door" was intended for Japanese traders exclusively. His Excellency replied deliberately and emphatically, in these words:—"It is a distinct feature of my policy to ensure the opening of the country to all alike, irrespective of questions of nationality." This is satisfactory from the commercial point of view, and being couched in clear and definite terms should prevent the possibility of any misunderstanding on the point. It also assures foreign Governments that the Japanese Foreign Office is resolved to maintain a continuity of policy in permitting the subjects of foreign Powers to participate in the benefits flowing from the results achieved by our ally in the late war. In fine, this is a timely and valuable exposition of Japanese policy which should serve to dissipate all ambiguities which may have previously existed on the subject of Japan's position in China. As a matter of fact, the only point on which the Marquis was at all dubious was as to what should occur in the way of foreign intervention should further outbreaks of an anti-foreign character arise in China, and it is not much to say that it passeth the wit of man to forecast what would happen in such an event.

The *Sinwampoo* learns that the British Representative at Nanchang has expressed the idea that if an enduring monument is built to the memory of the late Mr. and Mrs. and Miss Kingham in that city, the question of punishment will not be pressed.

### HONGKONG PARTNERSHIP REGISTRATION.

(11th April.)

On many occasions we have pointed out the anomalous and entirely unsatisfactory state of things which exists as the result of the lack of any Registration of Partnerships Ordinance in Hongkong. Cases innumerable have been argued with endless iteration in the local Courts over the question of partnership without any perfectly equitable result being arrived at, and certainly no perfectly acceptable solution being found. Had there been a Registration of Partnerships Ordinance in force at present, the case which concluded in the Court of Bankruptcy Jurisdiction yesterday, nothing would ever have been heard of the matter in public, nor would business in many large and important firms retarded if not disorganised by the absence of principals in Court for a period of five days. It may be said that there is such a thing as voluntary registration of certain Chinese firms in the Registrar-General's Department—as was brought out in the course of the evidence submitted in the case in question—but this voluntary registration is so very limited that the benefits accruing from it are scarcely perceptible. The Chinese of the merchant class who have a real interest in trading companies are entirely in favour of registration, although certain members of that community on the Committee investigating the question of registration have expressed themselves as opposed to the idea of registration. But gauging the feelings of the merchant class in general, we can state clearly and distinctly that registration has, with a few exceptions, the support of the best representatives of that class, for they can see the benefits they would derive in defeating the machinations of men of straw who are nothing more or less than a hindrance and detriment to legitimate traders. Bench and bar, in every case of any importance, wherein the question of partnership has been involved, have expressed themselves as entirely of one mind that registration should be resorted to at the earliest moment in the interest of Hongkong. The suggestion of the Chamber of Commerce that Canton capital would be diverted from Hongkong were a policy of registration adopted is very doubtful, since Chinese, as a shrewd lot of business people, only want the opportunity to find profitable investments for their capital, and there is no ginsaying the fact that in Hongkong such opportunity does occur, even though a small restriction might become perceptible were registration enforced.

### GAMBLING IN SIAM.

How irradicable is the love of gambling in the lower orders of the Chinese is best evidenced by the fact that, although a strict Ordinance prohibiting games of chance in the Colony has been in existence for some years, the coolies gaily and daily laugh to scorn its provisions, and gamble to their heart's content on every possible occasion. Even the tiniest children on the waterfront may be witnessed any day of the week playing some mysterious game in which coppers form the essential feature. Naturally when gangs of coolies collect together and become so absorbed in the tide of fortune that they are oblivious to mundane matters they are liable to find themselves in the clutches of the law. Our columns teem with cases in which gamblers have been caught in flagrant delinquency and in each case fines have been inflicted. But these fines seem to be considered as an additional risk in the game, in which the banker is the chief loser, if discovered, which no doubt adds to the satisfaction of the bettor when matters have been going against him. In Siam, which seeks to emulate Japan moral and material advancement, gambling is the national pastime. It attracts all classes, and more energy is thrown into an exciting gamble than would be devoted to any sort of labour whatever. But it has been the endeavour of the Siamese Government to prove that Siam is worthy of a place among the powers of the world. As a general rule when anybody suggests that Siam is a coming force in the Far East, people treat the idea with something very like derision. But Siam has been intensely in earnest, and Bangkok to-day is as Europeanised as any Eastern capital could ever attain. Moreover, there is a fleet and an army and other diversions, which bear the imprimatur of progress. Unfortunately the common people prefer to abide by the ways and customs of their predecessors, and one of the articles ranking high in their ancestral heritage is gambling. The Siamese gamble by night as well as day, and if they have the funds they live in the gaming house, no doubt to the delight of those at the head of the Farm. Now, the Government have been annoyed at this adherence to games of chance. Naturally the income derived from the Gambling Farmer has been a great consideration, for it is probably the chief item on the revenue side of the national accounts, and, however progressive and liberal-minded one may be, there is a distinct and very natural dislike to abandon, merely for the sake of a principle, or an idea—a philosophic idea, indeed, and one which comes from Europe at that—a source of income which permits of expenditure in other directions, useful and materialistic expenditure, such as the construction of roads, the installation of a water supply, the suppression of piracy, and various other improvements which only originate in the minds of practical people. And besides on a certain great festival in Siam it is the King's pleasure to allow the people to gamble for three, or perhaps it is four, days—that is to say, 72 or 96 hours without a break—in their

own houses, an act of royal clemency which binds the people to the throne and reminds them that they are indeed blessed with a great potentate. The chagrin of the Gambling Farmer is a minor matter, unworthy of consideration. Yet with all this, the Siamese Government is vaguely suspicious that outside peoples think gambling is a sign of a nation's weakness, and therefore as a graceful concession to *Pro Bono Publico* and all his satellites every now and again a law is promulgated that in such and such a district—which appears on the map, but has never sent revenues of any sort to Court except under military compulsion, and is really a nuisance to the State, and regarding which the high officials know nothing and care remarkably less—a law is promulgated, then, that in that district gambling shall be abolished and any violation of the law shall be followed by exorbitant punishments. Then the Ministers are satisfied and contemplate their magnificence, their enlightenment, their more than efficiency as Government servants; while the King strikes another medal which is distributed to all who have spare room for the new adornment amid the galaxy of ornaments and decorations on their manly breasts. But even these things will not quite satisfy a critical world that Siam is advancing by leaps and bounds, so we have another batch of amended regulations which will greatly commend themselves to the public at large. Now, we are told, all public gambling-houses in Siam, outside Bangkok, will be closed. The exception is interesting, as it leads one to ask—how many gambling houses ever existed outside Bangkok? Then the following games are "absolutely" prohibited: "games involving cruelty to animals, like tying knives to the spurs of fighting cocks, or thorns to the wings of pigeons, or making fighting animals (cock-roaches for instance) drunk, or putting fire on the backs of tortoises in a race. Other forms of gambling are allowed on permits being obtained. Cock-fights, races and such like can be carried on only in places appointed by the Commissioner."

It must be a wonderful people which finds delight in making cock-roaches drunk, but, of course, the cock-roaches of Siam may belong to an unusual species and only enter the lists under the compelling force of drunkenness. We quote further—"When the Commissioner sees that people are devoting themselves to gambling and thereby neglecting their work and getting into bad habits, he is empowered to restrict the amount of gambling allowed under the permits. For three days at Krut Thai and Kurt Chiu and for four days at Songkru permits are not required for the allowed forms of gambling. A rent has to be paid for a race-course or cock-pit. In Monthon Puket the Commissioner may empower the manager of any mine to allow the playing of Chinese dice for fixed times within the mining property, but the permits have to be paid for in the ordinary way." Always the money! Gamblers, and those in Hongkong unless they know these things are behind the age, should know the Siamese tariff for permits in that interesting and modern country: A permit for cock-fighting, bullock-fighting, buffalo-fighting or bird-fighting will cost 10 ticals a day, and under these new regulations a day consists only [alas!] of 12 hours. For fish or cock-roach fishing the tariff is 1 tical per pen. For the ordinary gambling games that are permitted at festivals—about a score are enumerated in the schedule—the permit costs Tcs. 4 a day. Cards may be played any time, permits costing 4 ticals for the day of twelve hours and 8 ticals for the night of twelve hours. From all these regulations, framed with statesmanlike care, we may augur that there is a great future for Siam. (Hongkong legislates for rats, but these are high in the scale of vermin compared with fleas and cock-roaches.)

### HONGKONG AND SINGAPORE.

(12th April.)

Rivalry between colonies is an excellent institution, which deserves the utmost encouragement, stimulating as it does the opponents to increased effort and thereby widening the horizon of both parties. Singapore has always been credited with a sneaking jealousy of the prosperity of Hongkong, the magnitude of its shipping interests, the extent of its great industrial works, and its influence as the naval base of the Far East. Of course, this jealousy, or whatever it may be termed, was scarcely worthy of a flourishing Colony such as Singapore is to-day, with its manifold interests in shipping, and the variety of its own undertakings, but it existed, and from a casual observation which appears in the *Eastern Daily Mail* it is clear that such a feeling remains in the heart of the Colony. In quoting our remarks with regard to the new harbour improvement scheme at Singapore, the writer suggests that the answer of the Government of the Straits Settlements to the indictment we framed against that scheme would probably be that "Hongkong naturally objects to the immense development of the port of Singapore which is now proposed." But why should the Government of Singapore, or any individual resident in that Colony holding its interests as a precious treasure, conceive such an idea? It must be evident, if the most cursory examination is made of the subject, that Singapore and Hongkong, by virtue of their relative geographical position, must inevitably stand apart as competing agents, the one flourishing in a measure correlative to the prosperity which attends the other. Singapore can never hope to challenge Hongkong's advantage as the distributing centre for South China, just as Hongkong can have no pretension to outlying



Singapore from its position of distributing agent for the Dutch Colonies and the hinterland of the Straits Settlements. Indeed, the idea that Singapore could ever hope to draw from Hongkong its trade with China is not merely absurd—it is absolutely ridiculous. And the same applies to any hope that might be fatuously held that Hongkong could interfere with Singapore's trade in the Dutch Colonies. Singapore stands at the gate of Europe, while Hongkong is the terminus of the Pacific trade. There have been humorous ideas promulgated by our contemporaries in Manila, and even by functionaries of the Insular Government, that one of these fine days Manila will become the paramount port of the East, evicting both Hongkong and Singapore from their present positions, and denying them the privilege of claiming any right whatsoever to precedence as centres of distribution. But as the people of Manila are at present quaking under the thought that another port on one of the Islands may shortly be adopted as the commercial axis of the Philippines—a port with, as yet, an unpronounceable name—their arrogance may be calmly disregarded for the present. Indeed, the Manilans would probably be the first to waive the point. The fact is that Singapore is bound to capture the European trade travelling eastwards; while the Pacific trade and part of the Australian trade for South China falls naturally to the share of Hongkong. Both Hongkong and Singapore have vistas of immense prosperity stretching before them. When the Kowloon-Canton railway is completed, and Hankow is connected with Canton, the main part of the produce in the area tapped by these railways must, perforce, find its way to Hongkong to be distributed over the world. It would be impossible to estimate the increased trade which such a combination of circumstances implies for Hongkong. On the other hand, Singapore has a rich inheritance of patrons in the neighbouring Dutch Colonies and Borneo as consumers of the products landed at the southern port, while the development of Johore, the linking up of the railway, now in process of construction, between Singapore and Burma, must prove of undoubted benefit to our sister Colony, both financially and commercially. As for Siam, which stands between Singapore and Bangkok, it cannot pretend to believe that the trade between Hongkong and Bangkok can be diverted away from its natural channel. It must be clear from all these points that Hongkong and Singapore will advance and prosper in like ratio. Hongkong is interested in southern affairs to the extent of the traffic in goods flowing westwards and from China, particularly in the commerce involved by the emigration of Chinese coolies, who maintain constant communication with their friends and business acquaintances in China; while Singapore is similarly situated so far as Chinese-Malayan relations are maintained, and eastward traffic, a matter of course, belongs to our neighbour in the south. In these circumstances the policy of "live and let live" is the best that can be adopted, at the same time remembering that each Colony must learn much from each other's methods, and by a study of each other's circumstances.

#### CRIME IN HONGKONG.

Hongkong's morality is distinctly on the upward grade, if we may judge from the severely statistical statement issued by the Superintendent of Victoria Gaol for the past year. It is a notorious fact that figures are by no means the best guide which we can have if we desire to form a just estimate of the crime of the Colony for a specified period, because a great deal depends not so much on the number of cases as on the character of the crimes committed. It is impossible, in the absence of any explanatory remarks by the Superintendent of the Gaol, to say whether Hongkong is improving in this respect, but it is at least noteworthy that the number of convictions for actual crime—including petty offences of every description—showed a reduction of 1,213. In 1905 there were 63 prisoners received from the military authorities as compared with 95 in the previous year, a significant reduction. Under the heading of "On remand or in default of finding surety" no less than 856 persons lost their liberty—temporarily, let us hope—during the year, which was a slight increase over the number of those who failed to find bail or were unable to give guarantees of good faith in 1904. In considering one item of the list of "prisoners received," which is the quaint official way of looking at the matter, one is inclined to ask—Are we becoming more lenient towards those who fail to pay their debts? Not so very long ago, when an individual failed to meet his obligations the creditor did not think twice over the matter. He simply clapped the debtor into prison. Nowadays, the creditor seems willing to put off the day when he must resort to the Court, hoping, no doubt, that the debtor will eventually pay up like a man—hope tells him a flattering tale; at all events there were only 49 debtors imprisoned last year as contrasted with 64 in 1904. Including those who were on remand and those unable to find security or bail, 6,227 prisoners entered Victoria Gaol last year as against 7,464 in 1904—a reduction of 1,237, giving a percentage of .057 to the estimated population, the lowest recorded for the last five years. It is noteworthy that the number of convictions from the New Territory was 169 last year or more than double that of the previous year. It does not necessarily follow that crime has increased on the mainland; the probability is that the outlying districts are better policed, with the result that crimes and offences which a few years ago would have passed unchecked are now brought to light by the vigilance of the law. No less than 3,383 persons came under the discipline of the gaol for offences not of a criminal character, and of that number 1,307 had contravened some section of the Opium Ordinance. Five beggars spent a term in gaol! The report notes that first offenders are completely separated from habitual criminals, which is satisfactory for too often the prison officials are

apt to forget that the prison exists not so much for corrective purposes as for the reclamation of the lapsed, and particularly of those who have fallen for the first time and taste the degradation of compulsory confinement. Taking it altogether there is comparatively little of interest in the report—If two births within the precincts of the prison be excepted—the only outstanding fact being the great reduction in the number of those who endured prison life for a spell during the past year.

#### SHANGHAI ENGINEERING AND SHIPBUILDING COMPANY.

While the question of the re-construction of S. C. Farman, Boyd & Co. was agitating the shareholders of that Company and compelling the interest of all who have been watching the trend of events in the North, we denied the assertion made by the opponents of the re-construction scheme that the very existence of the new Company was threatened by the operations of the Kiangnan Arsenal docks. It was argued that the Kiangnan Arsenal was flourishing so greatly that it would shortly have all the work required by the Chinese Government, Chinese owners and other shipping in its hands. Being a Government concern and bolstered up with Government money, the Kiangnan Arsenal could offer better terms than the Shanghai Engineering and Shipbuilding Company. A short paragraph in the *A. C. Daily News* shows how fallacious that view was. It is as follows: "The American cruiser *Ketchikan* was undocked and a Chinese cruiser docked at the International Dock on the 7th instant. It is evident, therefore, that the competition of the Kiangnan Arsenal is largely a vain creation of the mind. If the Chinese Government find it desirable to send their warships to the International Dock in preference to the Kiangnan Arsenal that is surely an indication that the fears of the pessimists who foresaw the speedy downfall of the Shanghai Engineering and Shipbuilding Company may safely be disregarded. Endeavours were also made to prove that although Mr. Koff was a director of the new Shanghai Engineering and Shipbuilding Co. and was therefore likely to bring the large shipping interests which his firm controls to the service of the Company, the greatest amount of German ship-repairing and engineering would be placed in the hands of German firms at Kioochau. This argument also is squelched; for, on the 14th of March last, the German man-of-war *Ulla* was docked at Shanghai, cleaned and repaired. Here then is another instance why confidence should be retained in the Shanghai Engineering and Shipbuilding Company. With reference to this Company we may expect at an early date the official announcement that the old Farman, Boyd Co. has been reconstructed with new articles under the name of the Shanghai Engineering and Shipbuilding Company, Ltd. Readers will remember the resolution for the re-construction of the Company, and it is consequently unnecessary to enter into details on that point now, except to say that the new Company is to commence operations on the 1st proximo. It is to be presumed that the new articles have been registered under the Companies Ordinance of Hongkong, and it may be expected that shareholders will be served with a notice to the effect that the resolutions passed at the extraordinary meeting will take effect on the 1st prox. In this event the directors are required to give the shareholders a clear fourteen days' notice, so that the announcement as to the registration of the new Company must be made on Tuesday at the latest, if operations are to begin on the 1st of May. In the opinion of several shareholders there is a possibility that the question of reducing the capital of the Company will once again be brought forward by the new board of directors. It is contended that the property market in Shanghai is, at the moment, far more favourable than when the scheme was first mooted about this time last year. We have no positive ground for suggesting that a reduction of the capital will be proposed by the new board, but if such be the case it is anticipated that no difficulty will be experienced in securing the £1,100,000 wherewith to return to the shareholders a sum of 20 taels per share of what is generally believed to be the over-capitalized amount of the amalgamated docks at Shanghai. It can be assumed with a reasonable degree of certainty that the valuable asset in the Old Dock would provide security for any advance which the directors of the Hongkong and Shanghai Banking Corporation might grant to enable the Company to make the return of capital suggested. We believe that such a return would be generally welcomed by the shareholders, and it would relieve the Company of the burden of earning larger profits in order to maintain the dividend on a proportionately larger capital.

#### WEATHER FORECASTS.

The majority of people are inclined to scoff at the weather prophet, but withal he continues to thrive, and his very persistency may bring his detractors to his side in the course of time. From the Report of the Director of the Hongkong Observatory for last year, it appears that a comparison is made daily between the forecast issued and the actual conditions which follow. In 1905 the results of that comparison were: Success 56 per cent.; partial success 33 per cent.; failure 1 per cent.; partial failure 10 per cent. Following the method used in meteorological offices and taking the sum of total and partial success as a measure of success, and the sum of total and partial failure as a measure of failure, it follows that 89 per cent. of the weather forecasts were successful in 1905. No doubt this is very satisfactory from the scientific point of view, but the ordinary man requires something more. For instance, it would be well to know what the Observatory's mean by "partial success," and when they account a forecast a "partial failure." To the commonplace individual the weather forecast is of comparatively slight interest, but to the mariner it is of supreme importance, especially in the case of those who are unacquainted with the coast conditions. In this connection an appendix entitled "Fogs on the Coast of China," compiled by Mr. F. G. Figg, is of value, showing as it does the variation in

log conditions in the vicinity of Hongkong and around the coast generally. Mr. Figg states that "when the mean percentage of the whole of the stations is taken, April proves to be the foggiest month, 25 per cent. of the days being foggy, and September has the least fog, viz., 1 per cent. But the time of the occurrence of the maximum varies with the latitude, the S. coast recording the maximum in March, and Shantung and the Gulf of Pechili between June or July." After describing the weather conditions which tend to the creation of foggy weather the writer observes: "To the navigator the practical importance of the results arrived at is this, that about the beginning of the year whenever it is known that low pressure areas exist over China or adjacent waters he may expect to find more or less fog along the coast, its occurrence becoming more and more frequent until the period of the year when the maximum of fog obtains, is reached on the different parts of the coast." Fogs covering the most extensive areas of the coast on the same day were most frequent in April, except over the area from the Yangtze to Shantung and the Gulf of Pechili when May shows the greatest percentage. April is seen to be a very bad month along the whole of the coast comprised by the Formosa Channel and much of the Yangtze, the prevalence of fog on the same day being very frequent over the whole area. After April it seldom happens that fog embraces the S. coast and Formosa Channel areas at the same time, but they continue till about the middle of June in the area comprised by the Formosa Channel and the Yangtze districts, and they disappear still later in the section of the coast comprised by the estuary of the Yangtze and the Shantung districts. After the end of July there are practically no fogs covering extensive sections of the coast on the same day. It is in January that they begin to increase again. From the table compiled it appears that much more fog is found a few miles seaward of the river mouths than at the ports on the rivers a little inland. The main point in the report, however, is the weather forecasts, and nothing is said as to whether the Director is entirely satisfied with the results achieved in 1905. We are left to infer that because 56 per cent. were successful and 33 per cent. partially so the Observatory has filled its purpose. As a matter of fact, few can themselves with the existence of such an institution, except in the typhoon season, and then the Observatory's observations are of real value.

#### TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

YUNNAN OUTBREAK.

PROTESTANTS IN SERIOUS DANGER.

AUTHORITIES APPARENTLY HELPLESS.

[From Our Own Correspondent.]

Shanghai, 7th April, 2.40 p.m.

The *Echo de Chine* reports that serious trouble has broken out in Yunnan.

The authorities are stated to have insufficient men at their command to suppress the outbreak.

Strong feeling, it is said, prevails against the Protestants.

The situation is very grave.

GERMANY IN FAVOUR.

CURIOUS DIPLOMATIC MOVE.

GREAT BRITAIN AND AMERICA ESTRANGED FROM CHINA.

[From Our Own Correspondent.]

Shanghai, 7th April, 10.50 a.m.

The diplomatic representatives of Germany have unexpectedly obtained the confidence of the official authorities at Peking.

On the other hand, the relations between the Chinese and Great Britain and America have become estranged.

DISTURBANCE AT KIN-HUA-FU.

COTTON MILL DESTROYED.

MANAGER'S HOUSE LOOTED.

[From Our Own Correspondent.]

Shanghai, 9th April, 2.20 p.m.

A disturbance has taken place at Kin-Hua-fu, in the Chekiang province.

The cotton mill, which was recently erected there, has been destroyed by the rioters.

The manager's house has been looted.

RUSSIAN TROOPS.

EVAQUATE MANCHURIA IN EIGHTEEN MONTHS.

[From Our Own Correspondent.]

Shanghai, 10th April, 12.30 p.m.

The Russian Government has undertaken that all the troops belonging to that country will be withdrawn from Eastern Asia within eighteen months.

MUKDEN AND ANTUNG.

NEW TRADE CENTRES TO BE OPENED.

THE RESULT OF AMERICAN AND JAPANESE DEMANDS.

[From Our Own Correspondent.]

Shanghai, 10th April, 12.30 p.m.

As the result of demands presented by the diplomatic representa-

tives of the American and Japanese Governments at Peking, the Chinese Government has promised that Mukden and Antung shall be opened to international trade during the fourth moon (May).

#### THE YUNNAN FEARS.

"EVERYTHING IS AT PEACE."

IMPORTANT NEWS FROM CATHOLIC SOURCES.

We are extremely indebted to the Rev. A. Brun, Procureur, Mission Etrangere in China, for the following information, with reference to the telegram which our representative at Shanghai telegraphed on the authority of the *Echo de Chine*, that there was danger to Protestants in Yunnan. Rev. Father Brun writes—

"Telegram just now to hand from Yunnan says:

"Everything is at peace."

#### FORMOSA.

MARQUIS OYAMA RESIGNS.

VISCOUNT KODAMA SAKUMA APPOINTED GOVERNOR.

[From Our Own Correspondent.]

Shanghai, 12th April, 2.5 p.m.

Marquis Oyama, who held the post of Governor of Formosa, to which he was appointed at the conclusion of the late war, has retired.

Viscount Kodama Sakuma has been appointed to the vacancy.

GERMAN STATESMAN HERE.

VISIT OF THE SECRETARY FOR AGRICULTURE.

Baron von Sternberg, Secretary of State for Agriculture in Germany, arrived in Hongkong on Thursday, accompanied by his suite. His Excellency is on a tour round the world, and it is stated that his sole object is health and pleasure. If anything meets his eye which in his opinion should be applied to the German Colonies then, of course, he will make a note of it. But the primary intention is to see the world and enjoy life. Baron von Sternberg is a well-known figure in the German Reichstag. His experience of parliamentary affairs dates back to the days when Prince Bismarck—the man of blood and iron—was at the height of his glory, when he was at the zenith of his power, when he was not merely the man behind the throne but practically the throne itself. The Baron was on the best of terms with the Government and held a post in his former Secretary of State for Agriculture, and although that is a post which does not bring him into prominence in the outer world his ability is highly appreciated in his native land, and personally he is greatly esteemed. Baron von Sternberg is no longer a young man and his policy of travelling round the world in the commodious passenger steamers of to-day, in order to recuperate his health, might be followed with advantage by many who are content to paddle in the waters of the Rhine, being unaware, probably, of the perils of a voyage to the "glorious Orient." His Excellency and suite proceeded to Canton last night and will return to Hongkong in time to catch the *Manchuria* by which they will proceed via Shanghai and Japan to America.

#### VICTORIA SCHOOL.

PRIZE-GIVING DAY.

This was a red-letter day for the scholars in Victoria School, Causeway Bay, the occasion being the presentation of prizes by Mr. A. Irving, Inspector of schools. There was a very good attendance and the room used for the occasion was full, while the smiles on the faces of the children denoted the greatest pleasure. Before the presentation took place, a short programme of music was gone through by the children, which was well appreciated by those who attended.

The headmaster (Mr. W. H. Williams) read his report as follows.

By Government Notification, No 74, of the 3rd Feb. 1905, the Victoria School was opened. On Monday, the 20th March, 1905, for children of European parents, both boys and girls, with this restriction, that girls under 12 years of age are not admitted or allowed to remain at the school.

Classification.—The school is divided into an infant, a lower, and an upper school. Pupils are transferred to the upper school on attaining the standard of knowledge equivalent to the fifth standard of a public elementary school in England.

CURRICULUM UPPER SCHOOL.

The course of instruction provides for a thorough modern and general education and includes: mathematics, physical and commercial geography, constitutional history, English grammar, composition and literature, hygiene, free arm and freehand drawing, object lessons, applied mechanics, geometrical drawing and Pitman's shorthand.

Boys only.

LOWER SCHOOL.

Reading, writing, arithmetic, geography, grammar, wordbuilding, composition, drawing, clay modelling, object lessons, singing, sewing, and kindergarten studies.

Infant school: reading, writing, arithmetic, singing, drawing, sewing and kindergarten.

In all classes the first half hour each morning is given to biblical instruction.

Attendance.—During the last week in March, 1905, 12 pupils were admitted in July, there were 12 in December 1st and the last admission number was 62. Five pupils have left the school, 1 to take employment, 2 to return to England and 2 to go to other schools. While the average attendance has thus trebled itself in twelve months, I am pleased to report that the pupils themselves have attended school regularly and in the aggregate have put in over 90,000 of the total possible number of attendances; when parents thus send their children to school regularly greater justice is done to the children, to their teachers, and to the school.

SPECIAL SUBJECTS.

Hygiene.—A beginning in this subject was unavoidably delayed till November; pupils of the Upper School took the Government examination in the advanced stage the results of which were not satisfactory, but in justice to the pupils who presented themselves for this examination it should be pointed out—(a) that

they were imperfectly prepared, having received 6 weeks' tuition only; (b) that the average age of the pupils was only 12 and not having received any preliminary instruction they were not mentally fit for the study of this subject; (c) they were entered under pressure from the Inspector of Schools who on learning that there were not enough pupils to form a team for the competition in the elementary course requested me to send them in for the advanced course rather than that a Government school should be altogether unrepresented at the examination. We may, however, look forward to better results next December as the subject is now regularly and systematically taught, and I have no elementary principles of physiology and "First Aid" to the syllabus as these branches of hygiene appeal to English children.

Religious Instruction.—As the year ending Dec. 31, 1905, included seven working months only I did not recommend the holding of an independent examination in religious knowledge for 1905 for the reasons that all the pupils were re-classified at midsummer and 18 new pupils were admitted during the autumn term. An examination would have been no useful purpose as the syllabus of instruction had to be modified and more than half the pupils had not received six months' instruction.

Leisure of the Empire.—Last year being the Nelson Centenary the upper school pupils received a special course of lessons upon the growth of the Empire during the 18th and 19th centuries. On Victoria Day, May 24th, the children assembled at school and an address was given by my reviewing the chief events during the reign of Queen Victoria, after which the National Anthem was sung, and a holiday granted for the rest of the day. During the Xmas holidays the upper school pupils contributed essays for the 'Lord Meath Empire Day Essay Competition, 1906'; five of the Essays were authorized by the Inspector of Schools for despatch to the Federal Council. The results of this competition are expected shortly. It has been arranged to celebrate Victoria Day this year by carrying out Lord Meath's suggested programme for Empire Day and His Excellency the Governor has kindly consented to preside at a joint celebration by the scholars of the Kowloon and Victoria Schools at the Victoria School.

ATHLETICS.

In response to a letter which I sent to parents in April last, subscriptions were sent to the "School Sports Fund" to cover the expenses for the supply of materials for cricket, football, and other games. The boys take a keen interest in their games—I am pleased to say that they have competed in the Hongkong Schools Football League, at least one match a week has been played and several fixtures in both cricket and football have been arranged for this year. I attach much importance to organized school games and all boys are encouraged to take part in some sports unless parents for a valid reason expressly desire otherwise.

GOVERNMENT INSPECTION.

The infant and the lower schools were inspected in November and the upper school in December by the Inspector of Schools, and his report is as follows:

DISCIPLINE AND ORGANIZATION.

The discipline is very good considering the short time the school has been in existence. The organization of the infant and lower schools is quite satisfactory. In the upper school it is quite impossible to express a definite opinion, as the pupils have come into the school at intervals during the few months that the school has been open; and it cannot be said with any certainty how far their attainments and weak points are attributable to their former education. I have therefore not attempted to criticize the work done by them at examination in any detail, but I can say that the pupils are backward in writing and arithmetic and that their deficiencies will require much attention. The elaborate course of study outlined in the report of the Headmaster must be taken to some extent as an ideal to be pursued, not necessarily in the immediate future.

Sanitation.—Very satisfactory. Apparatus.—Very satisfactory. Infant and Lower Schools.—Reading very good progress made. Writing great pains are being taken with handwriting. Geography very well taught. Arithmetic very good. Drawing very well taught; Kindergarten good. Singing not very much has been accomplished, hitherto.

Since this report was made the weaker points in the Lower School indicated by the Inspector have been attended to. Kindergarten materials have been obtained from England and singing is now taught by note on the tonic-sol-fa method.

This being the first year of the school continuity of instruction has been difficult. With a view to starting a fresh year's work to be completed by the end of this year I have during the past two weeks made a thorough examination of the school. In the Infant and Lower School in charge of Mr. Wilkinson and Mr. Morris, there is evidence of very satisfactory progress, so that each class will now be promoted to the one higher. With regard to the Upper School I regret to report that the results are not so satisfactory. Considering that the average age of the pupils is 12½ years, I expect a much higher standard of proficiency in mathematics and English than is shown by the examination results. The standard of attainment in any subject does not justify any special reward for proficiency and I have not recommended to the Government the granting of any prizes to the Upper School. I have now very great pleasure in calling the Inspector of Schools to present the prizes to the pupils of the lower school who have really merited them (Applause).

THE PRIZE LIST.

Infant Class—Ada Dickson, Anna Ogilvie, Mary Mercer, Ernest Wilkinson, Roy Tatum.

Standard I—Norman Robertson, George Rodger, Frieda Schoenfelder, Edgar Davey, Kathleen Jackson, Thomas Martin, John Gimshaw.

Standard II—John Rodger, Jessie Rodger, Jessie Stokes, Queenie Tatum.

Standard III—Ivan Gibson, George Baker, Kathleen Course, Jessie McNeill, Irene Maxwell.

Mr. Irving said it gave him great pleasure in having to distribute the prizes at this, the first meeting of the school. The foundations of the Victoria English School were laid about eighteen months ago, when a petition was sent to H.E. the Governor asking him to start an all British school on this side, corresponding to Kowloon School which was started for the same purpose at the beginning of 1902. No time was lost; luckily Mr. Williams being here they did not have to send home for a master, and the school was started in less than seven months from the time it was asked for. They were also lucky in having a building in which to house the school, because if they had had to build it would have taken much longer. The speaker referred to the similarity between British schools in Hongkong and the cuckoo, remarking that they took over buildings intended for other purposes. For instance, when it was decided to start a British school at Kowloon they had no building, but there was a very fine building erected by a Chinese gentleman which place Kowloon saw would suit very well, so took it. Following this precedent it was left to him to suggest a building

for this school, and he decided that the present building would be about the best. It was a little Chinese school containing one master and one scholar, and he thought they ought sometimes to sympathize with that Chinese boy, who no longer enjoys the privilege of a whole school, a schoolmaster and a blackboard to himself (laughter). Regarding housing he thought he could say with some confidence that the Victoria School was the prettiest in the Colony and as far as outward equipment, went left very little to be desired. But a school wanted children. At first it seemed as if the attendance would not be as large as expected, but this year Mr. Williams said the number touched 60, while 45 were actually present during March, at that rate of progress they had every reason to hope that the number would equal that of the Kowloon school. The Kowloon school was to specialise the education of girls and Victoria School the education of boys, which the speaker considered the most satisfactory arrangement, because the education of boys must be somewhat different. The little girls in this school were well disciplined and were getting on very well with their studies. Since we have them drilling with dolls, which they did very well, he hoped when they went home they would ask their mothers to lend them the baby (laughter). It only remained for him to congratulate Mr. Williams on the flourishing condition of the school and to thank the ladies and gentlemen present for turning up in such numbers. He hoped that next year the half of Hongkong would be present at the prize-giving (Applause). At the conclusion the head-master called upon the children to give their hearty cheers for Mr. Irving, and the proceedings terminated.

#### UNDESIRABLES IN HONGKONG.

A SCENE AT THE CENTRAL STATION.

12th inst.

That Hongkong is the dumping ground for Eastern ports is a fact that cannot be disputed. Chinese criminals who find Kowloon too hot for them, wide the innumerable traditions cases that have been reported in these columns, seek Hongkong as their only port of refuge. Deportees from the Straits Settlements and Saigon find their way to our shores as if this Colony only existed for sheltering such undesirables. This fact can be confirmed easily enough. Almost daily cases are reported in this journal of coolies who have been arrested for crimes committed and state unblushingly that they have only arrived in the Colony from Canton or the interior, as they might be by the last boat. They are no doubt quite aware of the English laws and some of them are only too glad to go to gaol. If we remember rightly, it was not so very long ago, a coolie who was convicted remarked in the waiting-room that it would be to his pleasure if the magistrate had added on a couple of months more to his already long sentence. Without the slightest compunction he said that in gaol he had his chow regularly, always a bed, and a roof above his head, the work they set him to do was only child's play compared with what they have to do outside for 100 cash a day, and a regular bath. But the latter affair he did not appear to appreciate, but he concluded with "get used to it, anyway!" Such is the low-class Chinaman's fear for the Victoria Gaol.

This afternoon, a visit to the Central Police Station, presented an ideal picture of Chinese happiness. In the compound of the Station were no less than 133 decrepit looking Chinese who had been deported from Saigon recently and arrived in the Colony on board the steamship *Victoria* this morning. One and all were afflicted with some disease, mainly leprosy. Others could not walk and had to be carried by policeman. They were all huddled up together, with their boxes beside them, to all outward appearances as happy as sand-bags, waiting leisurely the verdict of the detective office. Thanks to the detective department these men were secured before they were let loose in the streets of Hongkong, and in charge of Detective F. L. Clyde, these undesirables were "passed on" to pastures new.

#### SIR ARTHUR MOORE.

VISITS GOVERNOR MONTENEGRO

AT MACAO.

[From Our Own Correspondent.]

Macao, 12th April, 1906.

The first visit to Macao of the new Commander-in-Chief of the British Naval Squadron in China was made on Wednesday. At six o'clock in the evening that day H.M.S. *Alacrity*, flying the flag of His Excellency Vice-Admiral Sir Arthur W. Moore, anchored in the roadstead. At ten o'clock this forenoon the Admiral landed in the inner harbour of Macao at what is known as the old Naval Station pier. Early in the morning the river gunboat *Mooren* steamed out from her moorings to the *Alacrity* in the outer harbour, the Admiral having embarked on board the *Mooren*, she returned to Macao.

At the wharf to receive the distinguished visitor a guard of honour, under an officer of captain's rank, was posted. Sir Arthur Moore's landing was received with all the honours due to his rank, and then inspected the force. Accompanied by his aide-de-camp, and the Commander of the *Alacrity*, the British Admiral, attended by the Portuguese Chief of Staff, Captain Damascus de Meneses of the Artillery, proceeded to Government House, on a formal visit to the Governor of the Colony, Senhor Martinho de Montenegro. Another guard of honour in command also of a Captain awaited Sir Arthur Moore's arrival at the gubernatorial residence. The honours accorded the British visitor are what are equivalent to those given in Portugal to a General of Division.

After the usual exchange of courtesies the Admiral and the British officers returned aboard the *Mooren* in port. At eleven in the forenoon the Governor returned the Admiral's visit on board the British gunboat. At 1 p.m. the Admiral returned to the *Alacrity*, which weighed anchor and steamed out in the direction of Canton. Had the Admiral not left to-day and had prolonged his stay at this port, his Excellency would have been entertained at a banquet at the Macao Club are entertaining their friends at dinner on Easter Sunday and it was the intention of the committee to invite the British Admiral and his suite, to honour the Club with their presence at the function.

CHINA's representative at the celebration of the coming marriage between King Alfonso of Spain and H.R.H. Princess Ena of Denmark, we understand, is to be H.E. Wang-Ta-hsi, Chinese Minister to the Court of St. James's. The proper person to go to Madrid for the purpose ought naturally to be H.E. Sir Chen-tung Liang, Chinese Minister accredited to the country. For instance, when it was decided to start a British school at Kowloon they had no building, but there was a very fine building erected by a Chinese gentleman which place Kowloon saw would suit very well, so took it. Following this precedent it was left to him to suggest a building



## PIRATICAL OUTRAGE.

## HONGKONG MISSIONARY HELD UP.

## PIRATES ARMED CAP-PIE.

## GRAPHIC NARRATIVE.

San-hing River, 4th April.

A few days since I completed my twenty-third year of life in the Orient, and I have always been devoutly thankful that, during all that time though travelling constantly in the interior, I have never been held up by robbers. I have been on launches and on Chinese passenger boats where the bullet marks could be seen of previous encounters with robbers; but I never had the misfortune of being present at such an attack. Still I often wondered what I should do in case such a trial should come to me. Other friends of mine have been shot, tied to bed posts, or stripped almost of all their clothing; but the robbers have never molested me until the night of the 4th of April when our passage boat lying at anchor near the village of Tung in the San-hing District was simultaneously attacked with two other passage boats by about thirty or forty armed robbers many of whom carried the more improved modern weapons. The first thing that I heard was some loud shouting and several shots fired, whereupon the captain called out, "This is the passage boat from San-hing and we have but few passengers on board."

"Row ashore or we'll put some bullet holes through your head," came back the angry reply.

In the meantime the shouting continued and the bullets flew through the midnight air so as to make one feel rather uncomfortable. Indeed, a number struck the boat and shattered a bamboo just above the head where my boy lay.

"Lie down," said the captain to me; "the robbers are coming."

In a few minutes more three or four well armed Chinese came through the boat, carrying their rifles and a belt of cartridges around their shoulders. They wore no trousers and had only a loin cloth around their waists.

"You are a French father," said the foremost man as he saw me rise on my elbow. "We won't touch you; we are looking for another man."

This he repeated several times until I thought that perhaps we should not be molested. They left the boat and I thought that the worst was over, but in less than two minutes, no doubt after a brief consultation with the other robbers, they returned, and the leader (whom I supposed would not touch me) asked me for my watch and then asked: "Where is your money?" I told him that I did not have very much and finally gave him my pocket book. This man was so friendly that he commenced to appropriate to himself my suspenders, vest and the two coats that I had on, and I feared that I should have the same fate with a certain other missionary who had his trousers taken from him; but happily they were satisfied with rummaging in my pockets.

"Open that basket," said one, and, of course, I obeyed; for one is ready to do almost anything when a loaded rifle is pointed at his head.

"What is this?" asked my would-be friend, but who was really my worst enemy, as he held up my medicine case and which had relieved many an ailment of the Chinese as well as foreigners.

"You don't want that," said I; "it is only a medicine case which will be of no value to you; please do not take it."

But the man was so friendly that he folded it up and took it with the rest of the things. My surgical instruments fared in the same way. It was a little hard to see my old tooth forceps seized with which I had pulled 100 Chinese teeth in one day, but it went; robbers do not care for sentiment. Fever thermometers, hypodermic syringes, scissors, forceps, etc., all went before I had time to think. Indeed, they surrounded me like a pack of wolves, and after one had searched me, another came up and repeated the same friendly operation. One of my baskets was in the hold. As the horde of pirates came on board this was opened and one of the men without saying a word wrenched the lock off and helped himself to a number of articles, and clothes with the thirty odd dollars that I had concealed there. I began to think that everything would go, when the first man came back to me and handed me back my two coats, but not my vest and said he wanted my shirt. I thought it best to accede to this request and doffed my sweater which I wore and then expected to travel for two days and two nights in a singlet. My overcoat was also taken and I expected every minute my comforter and study gown would go; but no, they were left. The last article seized was the camera with which I had taken pictures illustrating Chinese life, that have been sent all over the world—Australia, England, Germany, Canada and America, and which have been printed in books and magazines. A ruffian was going to open it with a kick, but I told him I would open it for him which I did expecting that he would leave me my old and tried friend. But no, that was also ruthlessly snatched away without regard to any of my feelings. Even my account books were scattered about because they were hunting for bank notes. My boy managed to persuade them not to take one or two under-shirts that he had washed, but many of these also disappeared.

After they left we commenced to gather up the remnants and to take an account of stock. For suspenders I secured a string that had left behind to tie up my trousers. Pityable sight! There are some of my books floating in the water which had leaked through a hole made by a bullet. My account books were found partially torn, but I was glad to find that I had sufficient clothing left until I could reach Hong-kong, even if I could not grace a drawing-room. But what of my state of mind during the attack and robbery? I can't say that I was so very much afraid, nor that I feared for my life at any time. My mood was rather of a quiescent kind. It is true that one does not enjoy being fired at in the dark without knowing where his enemy is, but

on the whole I was quieter than I ever expected to be under such circumstances, and I would counsel every one that may pass through such an experience to be cool and offer no resistance. Our shoes and umbrellas were all taken. Fortunately, one pair out of the three pairs of shoes that I had with me was left, but some of the other passengers lost theirs. My boy had twenty cents on his person and this was also taken from him.

I do not know that I ever spent the wee small hours of the night in writing a letter to a Chinese Magistrate before, but I did it on this occasion and reported my loss to the San-hing District Magistrate whom I had seen the day before. Was this an attack on foreigners? Oh, no! The robbers were only after money and portable goods, but they really did not get so very much from our boat. But the wonder is that such a state of things could occur on a river that is traversed daily by so many vessels and with thirteen miles of San-hing City where a district magistrate holds his office. Will the powers that be answer this query and prevent in future the recurrence of such an event and not only put the Chinese but also the foreigners in jeopardy of their lives as well as losing all their valuables?

Mr. Editor, I trust you will excuse this poor writing; but I am writing not with my fountain pen which the robbers seized, but with an old rusty nib stuck in the end of a Chinese pen and am dipping the same into a Chinese tea-cup containing a little ink and sitting on the bottom of a boat on a Chinese mat with my knee for my table.

Do I entertain any bitter feelings against the mass of the Chinese? No, I rather pity them, for many of them yearly lose their all. Shall I discontinue my efforts of teaching and healing among such a people that furnish such ruffians? No, the more such scenes occur the greater the need. It is not easy to bear the loss of about \$250 in instruments, medicines, clothing and money; but that is a small consideration in uplifting a people that need the salvation of body, mind and soul.

Yours in behalf of the millions of the Chinese that are not robbers and who discountenance such deeds as much as you and I.

C. R. HAGER.

P.S.—After examining the boat a little more closely I find that several passengers came very near being hit with the deadly missiles, one bullet passing through the boat only an inch or so from an opium smoker's head. It is with thankful hearts that we record our personal safety when every one of us might have been shot.

No such robbery had occurred on this river San-hing to my knowledge, hence it need not be considered ill-advised for any one to travel upon the same at a time of year when usually everything is quiet and which has been travelled by many foreigners for more than twenty years.

C. R. H.

[Rev. Mr. C. R. Hager, M.D., D.D., is the senior missionary of the American Board of Commissioners for Foreign Missions in South China. He has his headquarters in Hong-kong.—Ed., H.K.T.]

## THE SHANGHAI BOYS' BRIGADE.

## INSPECTION BY GENERAL HATTON.

The N. C. D. News, of 3rd inst., says: Yesterday was a red-letter day for the boys of the 1st Shanghai Company of the Boys' Brigade, for Major-General Villiers-Hatton, G.O.C. Hongkong, had kindly consented to inspect them at their drill in the Town Hall. The recent riot has stimulated recruiting among the lads quite as much as it has among their seniors in the Volunteer Corps, and in spite of the fact that a considerable contingent is away at school at Chefoo there were seventy on parade last evening. This number includes the members of the drum and file band, which under Handmaster Mansfield has made simply wonderful progress, seeing that it was only organised in January and was yesterday able to supply a number of material aids to the band. The rush of recruits also exceeded the resources of the company's armoury and some of those in the ranks had to appear, therefore without arms, but steps have already been taken, we understand, to supply these deficiencies.

When it is remembered that many of the diminutive soldiers on parade yesterday are not much past eleven years old, and that the proportion of recruits is very large, the marching and other movement done were extremely creditable, and Capt. Hill and his officers have every reason indeed to be proud of their very keen and promising company. There were present a few parents and others interested, but many more would have attended if they had the interesting occasion been made more widely known.

Major-General Villiers-Hatton, with whom was Major Chichester, D.S.O., and Lt.-Col. Watson (Commandant S.V.C.) arrived at 6 p.m. and was received by the Chaplain (the Rev. C.E. Darwin). After drill the lads were drawn up in inspection order and the General addressed them. He first complimented them on the smartness of their appearance and drill and then reminded them that, by belonging to an organisation like this, they would pick up much knowledge and experience, not only military, but that they would otherwise miss. The spirit of emulation, for one thing, was encouraged and that was excellent, as until a lad tried to achieve an end he never knew how much he could accomplish. He believed himself that a great benefit would be conferred on the British nation if military training of some sort was made incumbent on every boy and youth, but until that was done, it was greatly to the credit of those who came forward of their own free will to be trained. He pointed out that by so doing they learnt such qualities as keeping quiet and obedient, very difficult for boys. Shanghai being a flat place a most important duty of those engaged in defending it was in keeping up communication, and this was very largely done by signalling both by flags and semaphores. It was a branch of service which he would like especially to encourage, and he had made arrangements through Col. Watson to give a cup to the member of the brigade who at next year's inspection should be found to pass the best examination in signalling.

The Chaplain, on behalf of the boys, expressed their sense of the honour the General had conferred on them, and their thanks for the encouragement he had given them by his inspection and the offer of the cup which would certainly be keenly contested.

General Villiers-Hatton then withdrew and the lads were put through a short drill by their company officers before being dismissed.

## CHINA LIGHT AND POWER CO., LTD.

## ANNUAL MEETING.

7th inst.

The fifth ordinary annual meeting of shareholders in the above Company was held in the Company's offices, St. George's Building, in the forenoon, to-day.

There were present:—The Hon. Mr. R. S. Sheen (in the chair), Sir Paul Chater, Dr. J. W. Noble, Messrs. H. P. White, A. Babington, Fung Wa Chun and R. Hancock (secretary).

The notice calling the meeting having been read by the Secretary.

The Chairman said:—Gentlemen,—The report and accounts having been in your hands since 23rd March will now with your permission be taken as read. The gross profit on our working at Canton and Kowloon is \$61,184.97, and after paying interest on borrowed capital amounting to \$12,118.89 allowing for depreciation \$7,395.35, and deducting other sundry charges there remains \$31,110.80, out of which we recommended paying a dividend of six per cent., equal to \$3,000, and carrying forward \$1,212.82, to next account. As stated in the report the result would have been considerably better had it not been that the boycott at Canton through a mistaken notion was directed against us, which error it took us some time to dissipate, and for the high price of coal which was at times as much as 30% higher than it was the previous year. Besides the trouble has quite passed away, and as for the latter I am glad to say that the price of coal shows signs of being on the turn, and now that the war demand is over there seems no reason why the market should not return to normal figures. The returns from Kowloon, though still in modest figures, show a marked increase year by year. The gross returns from Canton were some 30% higher than those of the previous year, but nevertheless our workmen are still kept constantly employed on new installations, while we have a very large field for our operations left untouched. Our sales of current expand every month; in fact that expansion is only limited by scarcity of skilled labour, we having to simply train our workmen ourselves. With a concession from the Chinese Government for lighting up the city of Canton and areas beyond our future prospect seems fully assured. But of course to keep up with the demand we have had to increase our plant, and to spend money. You will see that besides our \$14,000, expended on lines at Kowloon and Canton we have spent some \$700,000 at Canton on buildings and machinery. With this money we have installed another "Engine Alternator Set," a Babcock and Wilcox boiler and superheater and smaller accessory plant. Further we had to extend the building containing our engines and boilers, and in doing so we had considerable difficulty, owing to the lack of provision for extension made by the original Chinese proprietors. In fact we began to fear that we should either have to remove the works altogether, or split the plant up into separate stations, neither course being desirable, but fortunately owing to the bunding scheme, and by filling in a creek we have been able to purchase a piece of land which although expensive will afford us a compact power station, quite large enough for all ordinary requirements. The extension work on this site was necessarily expensive, as a hard bottom for our foundations could not be found, so the heaviest description of piling was necessary. The capital expenditure on lines is due to our pushing our mains into all positions in the city, where there is likely to be a good demand for our light. It also includes the cost of a submarine cable across the river to Honam. We have still, however, to make further additions this year to keep up with the demand. In making these extensions, we have, as coal has proved such an item, felt justified in turning our attention to some of the latest systems of generating electricity from fuels other than coal; as a result of these investigations we decided on a Diesel oil engine. This type of engine works on a new principle, and is without doubt very economical, and we feel confident from the inquiries we have made that we shall effect a considerable saving in fuel by this change in our type of engines. We have therefore placed an order for one 200 H.P. Diesel engine-alternator set which will work side by side with our present steam sets. Our weak point at still our finances. You will see that by paying a heavy commission we managed to float 200,000 of new capital, which we could not otherwise dispose of, and that in this way we have improved our position, and reduced our bill for interest which should be still less this year, but money on loan cannot be always depended upon, and if we are to do all the business which we can see before us, we must get more money. That probably will not be easy, but it should not be impossible, for we hold a valuable concession, our business is now on a paying basis, and our prospects for the future are certainly very good. I shall be pleased to answer any questions.

The Chairman then, in answer to questions being asked, he proposed that the report and accounts as presented be adopted.

Dr. J. W. Noble seconded.

On the motion of Mr. Fung Wa Chun, seconded by Mr. A. Babington, Sir Paul Chater, Dr. J. W. Noble and Mr. H. P. White were re-elected auditors for the ensuing year, on the motion of Sir Paul Chater, seconded by Mr. H. P. White.

The Chairman—That is all the business, gentlemen. I am much obliged for your attendance. Dividend warrants will be ready on Monday.

The meeting then terminated.

THE MEETING TERMINATED.

AMERICAN BANKER IN JAPAN.

## HONOURING MR. J. SCHIFF.

On the evening of the 28th ult., Dr. Sakatani, Minister for Finance, gave a dinner in honour of Mr. and Mrs. Jacob Schiff and party. There were present—Mr. Wilson, U.S. Charge d'Affaires, and Mrs. Wilson; other members of the U.S. Embassy; Marquis Saionji, Viscount Tanaka, Minister for the Imperial Household; Mr. Matsukata, Minister for Agriculture and Commerce; Baron Komura, Mr. Chinda, Vice-Minister for Foreign Affairs; Baron Shibusawa, Baron Iwasaki, Mr. Matsuo, Governor of the Bank of Japan; Mr. Takahashi, President of the Specie Bank; Mr. Soyeda, President of the Japan Credit-Mobilier, Limited; Mr. Sonoda, President of the Noboru Bank; and Mr. Hays, General-Director of the Mitsui Bank. During the evening the Minister for Finance welcomed Mr. Schiff, and spoke in the highest terms of the valuable services rendered by him in the flotation of Japanese loans in America.

The Tokio Municipal Council has decided to give a reception to Mr. Schiff and Mr. Malcolm, Japanese Honorary Consul at Melbourne, who is also now in Tokio.—*Japan Chronicle*.

ADMIRAL Baron Yamamoto, ex-Minister for the Navy, concluded his inspection of the Port Arthur fortifications on 27th ult., and left for Chinkai Bay, Korea, the same day.

## SEAQUAKE IN HONGKONG.

## STRANGE EXPERIENCE IN THE HARBOUR.

7th inst.

An extraordinary experience befell a vessel in the harbour last evening when what is known as a seaquake occurred. About 5 o'clock the breeze died away and a sudden stillness came over the water. Then there was a surging of the sea, which lasted self into an effervescence; the ships rocked, and doors banged to the consternation of those on board. According to the chief engineer of the *Fatshan* that vessel was lying at her wharf when the unusual commotion amazed everybody. Everything on the ship was shaken up by the eruption, and for fully five seconds the vessel was rocking, while the ropes were strained to breaking point. Although there was no wind, the sea was surging around the *Fatshan* and there was every evidence of a violent seaquake having occurred. At Yau-mai, the junks and sampans were thrown against the quay-wall and several sustained serious damage. The frightened occupants in several instances hastily hoisted sail and left their moorings, but the shocks subsided within a few seconds. Curiously enough only a few people realised what had happened, the majority believing that the disturbance was due to the passing of some large steamers proceeding simultaneously in the same direction. It is said that one or two on shore felt an earthquake but, this has not been authenticated. It seems to be the general opinion, however, that it was a seaquake that happened, and it was certainly a strange and serious sensation, which none of the sailors in port desire to experience again, and which all the native sailors on the Chinese junks and sampans will hold in abhorrence.

## ANOTHER PIRACY.

## OUTSIDE LYEMOON PASS.

## FISHING JUNK HELD UP.

9th inst.

On Sunday morning the crew of fishing junk No. 41591, who were at the San-chi-wan Police Station, made a report that their junk had been held up and robbed by pirates not far away from the Colony. According to the report made by the master of the junk, it was stated that about four o'clock on the morning of the 9th instant, when near Futau-Chau island, outside Lyemmoon Pass, they had just lowered their nets to commence fishing, when suddenly a noise from the after part of the junk told them that strangers were aboard. The three men of the crew were ordered to throw up their hands, by about seven armed men, under threats of being fired at. The crew were then searched and the master's keys were removed, while the fishermen were locked in the hold of the junk. What happened after this the crew were unable to say, but when they succeeded in getting on deck again the pirates had decamped with \$45 worth of money and clothing. They made for Hong-kong yesterday and gave information, but they state they are unable to identify the pirates.

## ROBBING A JUNK IN DISTRESS.

## CREW OF HOK-LO JUNK ARRESTED.

9th inst.

The thunderstorm in the forenoon yesterday was the cause of some damage occurring inside this harbour, and from accounts now to hand we learn that a large fishing junk had a bad time of it. At the time of the squall the boat was sailing near Po Tai O, New Territory, about twelve miles from the Colony, when all at once a strong gust of wind caught the sails and caused her to turn turtle. Four Hok-lo junks, which were in the vicinity dragging corals, set sail and steered for the ill-starred junk. They rescued the crew of the fishing-junk, which consisted of nine persons, from the water, attached a tow-line to the capsized junk, and towed her near to the beach at Po Tai O, where they righted her. There they landed the rescued crew and then, it was alleged, began looting the junk, stealing \$100 in hard cash, a musket, and other goods to the value of \$155. The fishing people succeeded in getting to Shaui-ki-wan and there reported their misadventure to the police. Inspector Robertson, who was on duty, sent a launch to the beach where the crew of the Hok-lo junk eventually captured.

They were charged with theft before Mr. F. A. Hazeland this morning.

Mr. Hazeland—Did they say that because they saved your life they were going to take the goods?

Master of junk—Yes.

Evidence was heard as to the finding of the clothing, etc., on board defendants' junks.

The defendants said that the things they were charged with stealing were given them as compensation for saving their lives.

Mr. Hazeland (to complainant)—Did you promise to give them anything as compensation?—I did not.

His Worship told the defendants not to do this sort of thing again, and bound them over in the sum of \$100 each to come up for judgment when called upon.

## AN ELEPHANT'S REVENG.

## INCIDENTS IN THE HARBOUR.

9th inst.

Two sampanmen had the greatest surprise of their lives yesterday afternoon, and the shaking-up they received will in future be a lesson to them. For the greater part of the afternoon a crowd of coolies were on board the steamer *Yochow* teasing Spanpan's elephant, by offering it sugar-cane and when the animal stretched out its trunk to receive the gift, the coolies around would strike the animal. Enraged by the treatment it had received the elephant suddenly, when nothing was expected by the passing crowd, picked up a coolie by its leg and threw him overboard, the unfortunate coolie landing at the bottom of a cargo-boat that was moored alongside the vessel. This revenge of the elephant caused the crowd to disperse, but later in the afternoon the teasing was again indulged in, with the result that the same elephant lashed out at another coolie, catching him squarely on the jaw and causing his head to come in violent contact with the steel partition of the vessel. The coolies were then ordered off the vessel.

THE Diplomatic Corps in Tokio will be invited to witness the grand military review to be held by His Majesty the Emperor on the 30th inst. in Tokyo, in celebration of the triumphal return of the Army from Manchuria. Foreign officers will also be privileged to witness the review as far as accommodation will allow, and it is expected that the officers of naval squadrons in the Far East representing Treaty Powers, and those stationed at Hongkong, Kiao-chau, Annam, Tonkin, and Manila will go to Tokio to participate in the auspicious occasion. The Emperor of Korea has appointed the Minister for Finance, who is also a General of the Korean Army, to visit Japan to witness the review.

## JUSTICES' MEETING.

9th inst.

At the Magistracy this afternoon, Mr. F. A. Hazeland, presiding, a meeting of the Justices of the Peace was held to consider an application from one Joseph Henry Newbold for permission to remove the business now carried on by him under an adjunct licence on premises No. 51, Des Vaux Road Central under the sign of "The Owl Grill Room" to premises Nos. 47 and 49, Des Vaux Road Central.

There being no police objection, the application was granted.

The second application was from one Albert W. Staton for the transfer to him from one Antonio Fonseca of the adjunct licence to sell by retail intoxicating liquors on premises No. 13, Queen's Road Central under the sign of "The New Connaught Hotel."

The application was granted unanimously.

## THE DISASTER AT TAKASHIMA.

## THREE HUNDRED AND SEVEN VICTIMS.

March 30.

The Kakise shaft, where the disaster occurred, has always been considered dangerous, owing to the presence of gas, by the officials and special care has been taken to ensure against accident.

There was no indication of danger when the miners commenced work on Wednesday morning and it is not known what caused the accident. At ten o'clock the explosion occurred and almost immediately flames burst out of both pit-mouths; the cage and ventilators were damaged and the former became unworkable.

At 10.35 a.m. the flames appeared to be extinguished and half-an-hour later smoke ceased to rise from the pit. At noon the air in the mine was tested by means of a lamp and it was found to be safe to descend. At 2 p.m. a search party entered the mine, but could not proceed any distance and appearances indicated that the whole of the men who were in the mine at the time of the explosion had perished.

As soon as the occurrence became known, the miners off duty and workmen above ground assembled at the pit, but remained orderly. Three clerks, who were in the underground office, perished in the disaster.

At 7 p.m., the ventilator being again in working order, an official and five miners descended to search for bodies. They could only proceed 140 feet. Up to yesterday morning, 37 bodies had been recovered; some of the victims were burnt and others were asphyxiated. The miners are giving every assistance in the sad work of recovering their late comrades. The whole of the victims are not expected to be brought up until to-morrow morning.

Mr. Yuasa, Chief Superintendent of Police in Nagasaki-ken, and two officials of the Mining Administration Bureau at Fukuoka proceeded to the scene of the disaster yesterday at noon.—*Nagasaki Press*.

## RUSSIAN FISHING RIGHTS IN SAGHALIEN.

## GOVERNMENT DIFFERENCES.

A disagreement has occurred between the War Office at Tokio, the Department of Agriculture and Commerce, and the Foreign Office, as to whether the charters for fishing rights held by Russia in the seas of Saghalien, which has now been taken possession of by Japan, should be confirmed. The War Office and the Department of Agriculture and Commerce are absolutely opposed to the confirmation of the charters, while the Foreign Office—though agreeing with the theoretical aspect of the contents of the other Departments—maintains that the war, prosecuted in the cause of civilisation, must be terminated in the same spirit. Intercourse between Japan and Russia will be disturbed if the former denies Russia of the fishing rights, and it is not advisable to create any friction over such a trivial question.

A few days ago the Director of the Administration of Khabarovsk, who is now in Tokio, and the Ministers for War, Foreign Affairs, and the Department of Agriculture and Commerce, held a conference to discuss the question. A further conference is to be held in a few days, when it is expected that the difficulty will be settled.—*Japan Chronicle*.

## THE DUTY ON RICE IN JAPAN.

## SOME STRONG CRITICISM.

By the passage, with some amendment, of the Customs Tariff Bill through the Diet, the temporary duty of 15 per cent. on rice has become permanent. The people believed that this duty—which came into existence while the country was engaged in a sanguinary war—would be repealed when peace was restored, says the *Tokio Mainichi*. The Government proposed in its Tariff Bill to make rice duty-free while it remains dutiable under the war arrangement, thus leaving it to be supposed they had no intention of permanently taxing the grain. At the Committee meeting of the Lower House, however, it was proposed to include rice in the regular tariff, and the proposal was assented to by a large majority. This move was made in the name of "protection for farmers," as is done in the United States, Canada, and Germany. Subjects of this kind are no longer discussed in a full House, where representatives of all classes of landowners predominate, in an impartial, and disinterested manner. It is simply a question of cause and effect. Looked at from the point of view of general public welfare, this selfish proceeding on the part of representatives of landed interests is certainly indefensible. However much as Japan may strive to increase its rice-crop, it would be well-nigh impossible to produce sufficient rice to feed the entire population, which is increasing at the annual rate of half a million. The restriction of imports by means of a tariff, obnoxious of the insular position of Japan, and thereby artificially enhancing the cost of living, is denounced by all who consider the question logically and fairly.

Despite the fact, continues the *Mainichi*, that the opposition was very strong outside the House, the latter body did not hesitate to pass this unpopular measure, an incident which shows that the so-called House of Representatives does not represent the views of the people, but those of only a section. It is the wealthy farmers who desire the price of rice to be increased, the middle-class farmers mostly working for their own food and having little to sell. The rise in the price of rice is a serious disadvantage for small farmers. These latter, in order to make up for the shortage of food, are obliged to work at some secondary occupation, such as agriculture and spinning; so that they too, will not profit by the tariff. In short, the only persons who will profit by the high price of rice are the large landed proprietors, whose interests are well looked after by the Lower House at the sacrifice of their poorer fellows. If universal suffrage had been in force in Japan, or even the property qualifications of electors had been lowered, the House would not have been able to do as it has. This incident, however, should serve as a further incentive to obtain the speedy extension of the franchise.—*Japan Chronicle*.

## CANTON-HANKOW RAILWAY.

## ELECTION OF OFFICERS.

## ABOLITION OF TAXES.

[From Our Correspondent.]

Canton, April 6th.

A meeting of the shareholders of the Yuet Han Railway Co. was held at the Oi Yuk Hospital yesterday afternoon, for the purpose of arranging for the election of officers.

Foo-lai-sang was appointed chairman of the meeting, Han-hay-chiu speaker, and Kang-nam-nam secretary.

It was agreed:—

That the 72 guilds and 8 charitable institutions should jointly decide upon the first officers of the Company subject to final approval of the main body of shareholders, namely, President of the Chamber of Commerce shall nominate 3 men; the 7 hospitals shall nominate 3 men; 11 of the guilds (viz.: bankers, silk, pawnshops, small pawnshops, rice, salt, piece goods, medicine, cotton, fancy goods, and exporters of silk) shall each nominate 2 men, while the remaining 61 guilds shall each nominate 1 man.

In presenting nominations the following information shall be submitted:—name of man, to what guild he belongs, what district and province he comes from, his address, his business, what office he is nominated to fill. While it must be understood that his appointment shall be only temporary, he is to receive no salary, he must be of good character, must be wealthy, and must possess some special knowledge of general affairs.

## TAXES ABOLISHED.

The Viceroy yesterday announced the removal of the several additional taxes levied some time ago for the purpose of raising funds for the railway.

## THE JAPANESE RAILWAYS.

## METHOD OF PROCEDURE IN THE PURCHASE.

The first step to be taken by the Government towards the purchase of the railways under the new Act is the establishment of an office under the control of the Minister of Communications. This office will undertake the management of affairs relating to the purchase of the lines, and the regulations governing the new office will be published in a few days. It is believed Mr. Nakashoji, Vice-Minister for Communications, will take charge of this office, its staff being selected from the present officials of the Railway Working Bureau and the Railway Bureau. The office will exercise the utmost diligence to prevent unscrupulous use being made of lines and rolling-stock, and the neglect of repairs by any company pending the purchase of the lines by the Government.

During the coming fiscal year the purchase of the Seoul-Fusan Railway and two or three of the principal lines in Japan will be effected, and the expenses required for working these lines will be defrayed out of the reserve fund in the State Treasury.

By the amendments made by the Diet, the number of railways to be purchased has been reduced to seventeen, fifteen of the less important lines being excluded from the list. The amendment originally proposed by the Government. This amendment results in a reduction of no more than ¥2,244,000 in the amount of bonds required to be issued for the purchase of the railways, the value to be paid for the seventeen lines amounting to ¥44,742,310. The amendment in this respect, therefore, will probably have no effect upon the anticipated decline in the bond market. By the amendment excluding all but the most profitable lines, the Government will be placed in a more advantageous position for working the railways profitably.

A veritable contemporary observes that the smaller lines, such as the Narita, Tobu, and Omi, which have been excluded from the list to be purchased, by reason of their running between the national lines, have no prospect whatever of development. The original form of the Bill contained the principle of nationalisation, but the spirit of the Bill has now been completely altered by the amendment, and now can only result in the suppression of the smaller private lines. It is, however, probable that the Government should have so lightly agreed to this amendment which has privatised the whole spirit or primary object of the Government in putting forward the measure. It is also extraordinary that the Nankai Railway should be excluded from the list of lines to be purchased. In defending the Bill in the proceedings in Committee, General Terauchi, Minister for War, laid particular stress on the value of the Nankai line—from the strategical point of view in preventing a possible enemy landing at Kii Point. Our veritable contemporary asks whether the Minister for War is now able to use this line under private ownership for military purposes to his satisfaction, or was his defence only an argument advanced just to fit the occasion. The seventeen lines to be purchased are:—The Hokkaido Colliery Railway, Hokkaido Railway, Kyushu, Sanyo, Nippon, Kansai, Hankoku, Singu, Gunyetsu, Hokuryetsu, Kobi, Sob, Ioshi, Nanao, Kyoto, Nishinari, and Tokushima Railways.—*Japan Chronicle*.

## JAPANESE SHIPPING ENTERPRISE.

## NEW LINE OF STEAMSHIPS TO MANILA.

Mr. Miller, chief of the Manila Bureau of Navigation, reports that a steamship line, to be run in Japan, to be inaugurated between Manila and Japan. One of the promoters of the company is Mr. Raphael de Castro Midalga, chairman of the Manila Chamber of Commerce, who recently sailed from America for England, where he is to purchase six steamships having a gross tonnage of about 2,000 tons each. The service is to be established between Manila and Japan and will be a tri-weekly one. Yokohama will be the main Japanese port of the line, and calls will also be made at Kobe and Nagasaki. In connection with this enterprise it may



## THE PARTNERSHIP ISSUE.

## THE LAI HING BANK.

In Bankruptcy jurisdiction this morning, His Honour Mr. Justice Piggott, Chief Justice, presiding, the case of the Lai Hing Bank, ex parte Wong Ka Chun was continued. Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall, Barrister, appeared for the Official Receiver, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, represented Wong Ka Chun.

Wong Ka Chun, recalled, said it was true that in 1898 he retired from the Lai Hing Bank, and since that time he had been in his country, and had not returned to the firm as a partner, nor had any shares in the firm. He had had nothing to do with the business since his retirement in 1898. He remembered an action brought by Wong Mo Sui against Wong Sing Nam and himself, for dissolution of partnership in the Yuk Loong Kien Kee firm.

Wong Ka Chun, recalled, said it was true that in 1898 he retired from the Lai Hing Bank, and since that time he had been in his country, and had not returned to the firm as a partner, nor had any shares in the firm. He had had nothing to do with the business since his retirement in 1898. He remembered an action brought by Wong Mo Sui against Wong Sing Nam and himself, for dissolution of partnership in the Yuk Loong Kien Kee firm.

Mr. Sharp: This affidavit was translated to you in this Court before you signed it?

Witness: Yes, I did.

Mr. Sharp: Did you tell Mr. Wei On that the description was untrue?

Witness: I don't remember; I think I may have told him so.

Producing other affidavits to the same effect Mr. Sharp asked witness if he signed them.

Witness said he did not remember signing them, and the signatures were not his handwriting.

Mr. Sharp: It is stated in the pleadings in that case that Wong Ka Chun was a banker carrying on business at that place, and in his defence Wong Ka Chun did not deny it.

His Honour: But it does not mention the Lai Hing Bank.

Mr. Sharp: No, but it does in the first affidavit, and it gives the address in the second, while he has now specifically stated that he never carried on any banking business since 1898. I submit that is enough, but if your Lordship requires me to go further I shall do so.

His Honour: Well, it is a question of law. Mr. Sharp: Now, I'll just refer to some petitions to the Viceroy. (Pa witness). Look at that petition and tell us if you authorized those statements concerning the Lai Hing Bank.

Witness: I consulted my son in the matter and left it in his hands. I did not know who wrote the petition, and did not authorize the statements.

Mr. Sharp: But you previously stated that you gave an outline for the petition.

Mr. Slade: No, that is not so; he said his son did it all.

His Honour: I have it in my notes that he said he gave his son an outline, but did not know who wrote it.

Mr. Sharp: Did you authorize either your son or the writer to state that for several years before the bankruptcy of the Lai Hing Bank you had lived in the country?

Witness: No.

Mr. Sharp: Then it all looks very like perjury.

Mr. Slade said he did not quite see how far his learned friend's right went to cross-examine the witness in this way.

His Honour: But if perjury is to arise out of it, it will be necessary to have the son, the writer, and the interpreter to give evidence.

Mr. Sharp: Yes, my Lord, certainly if it becomes necessary.

Mr. Slade: I don't see where perjury comes in.

Mr. Sharp: If a man goes into one Court and makes a statement on oath and then goes to another and denies that statement on oath he commits perjury.

His Honour: But the petition to the Viceroy is not a document signed in a Court.

Mr. Sharp: It was a signed with a view to proceedings in this Court had to recognize the petition as a Court of sorts.

Mr. Slade: My learned friend is trying to press that document on the jury (the petition mentioned) for all he is worth, but it is an uncorroborated document, and there is not one jot or tittle of evidence to show that it is even an approximately correct translation.

Mr. Sharp: My learned friend knows as well as I do the great difficulty in getting guaranteed documents which exist here. However, I shall leave that point entirely in your Lordship's hands.

Mr. Sharp (holding up a book): Did you authorize your name to be put in this book as treasurer of a company to be formed in America, with Ma Fa Ting as one of the partners?—No.

(Holding him the book) Have you ever seen the book before?—Never! I know nothing about it at all.

Mr. Slade: Then do you mean to tell us that you never saw that duplicate copy of this book, which your solicitor is now holding in his hands?—Well, I may have seen it.

Then you know what is in it?—I have been told, but I did not authorize the entries.

Mr. Sharp: Now, as regards the affidavit you signed in 1904, I put it to you that you did instruct your solicitor that you were the managing partner of the Lai Hing Bank, and that you made that statement for the very best of all reasons, that it was true?

Witness: No, I did not use the words "Tse, tse, tung ka (managing partner)," nor tell my solicitor to do so.

Mr. Slade then re-examined witness, after reading extracts from the affidavits referred to when witness said after retiring from the Bank in 1898 he severed his connection with the Bank for good and all, and never rejoined it.

Mr. Slade: My learned friend has asked you about a registration of the partners of the business. Is there a registration of partners in Hongkong?—Yes, at the Registrar's office.

Did you register the partners of the Lai Hing Bank?—Yes.

Is that the registry?—Yes; that is my name first. The Lai Hing did an extensive business, and was the biggest firm of which I was a partner.

Ma Fa Ting said he was the manager of the Lai Hing Bank at the time of the failure and had been since 1898.

Mr. Slade: Did you purchase shares in the business?—I took over Wong Ka Chun's shares. Wong Ka Chun had been the managing partner previous to 1898. After witness bought his shares Wong Ka Chun had no further interest in the business from that time, and the character of partners was registered at the Registrar-General's office. Wong Ka Chun

continued to live on the first floor of the premises of the business after his retirement, and he paid \$20 a month for his board and lodging.

Witness remembered the creditors' meeting on 9th February, 1905; he was present, and Wong Ka Chun never addressed the meeting.

After 1898, he said, a man said that Wong Ka Chun addressed the meeting; he said that was not true. The business was carried on as usual after that meeting, and a new set of books were opened. A number of creditors brought actions and obtained judgments against the Bank, so witness went to Canton to collect money from some of the debtors of the Bank, and when there he heard that some of the creditors had seized the business in Hongkong. The book, produced, contained the names of the partners who took over the business in 1898, with the amount of their shares.

Mr. Slade: Mr. Wakeman has said that book is a forgery; it is so clean—it lies always in the safe and is seldom touched, as it is not required. There were no other partners than those appearing in that book. Wong Ka Chun's name did not appear there because after 1898 he ceased to be a partner in the business, and Wong Ka Chun was not, therefore, a partner, or in any way connected with the Bank at the time of the bankruptcy.

In cross-examination by Mr. Sharp, witness said the active partner in the 30th year (1904) was himself, and no other in Hongkong, and for a short period the same applied to 1905. Since 1898 onwards till the time of the failure there was no active partner, but there were two dormant partners, who had nothing to do with the business. Since 1898 there has been no change in the partners of the firm. As regards the books of the firm that are missing he only knew that they were in the hands of the accountant, but his whereabouts were unknown, though witness had looked for him but could not find him here?

Mr. Sharp: Have you tried to get him here?

Witness: Well, he is not in my employ now, so I don't know whether he would come, but if you want me to I will try to get him here. I have written to him about the books, but had no reply, so I do not know if they are in his possession now or have been destroyed. In a banker's business the books are destroyed at the end of the year when the new set is opened.

Mr. Sharp: Do you mean to tell us that you destroy your ledger?

Witness: No, I don't mean it is destroyed, but after it has been entered up in the new book the old one is laid aside. Witness, continuing, said at the creditors' meeting he proposed that they wait for half their money for nine months and another nine months for the balance. Wong Ka Chun did not propose the reduction of time to six and twelve months, that was witness's own second proposal as the creditors refused to agree to that. No one else addressed the creditors at that meeting. Witness was a partner and drew money as such, but he never overdraw his account with the Bank; he drew money on account of his share of the profits, but not his capital. There was no book kept showing the amounts paid to each partner; witness drew a lump sum and that was entered, and then he divided it among the partners, but no entry of such division was made.

Mr. Sharp: Mr. Wakeman said the Lai Hing Bank took out Pak for \$16,000, did he not?

Yes, I think so.

Have you anything to do with the Bank now?—No, I would like to be in it again, but I don't know whether they would take me in again. I left the Bank on the 8th March, 1905 and have never been there since.

The case is proceeding.

10th inst.

The case for both sides having been completed last night, and Mr. Slade having reviewed the evidence of his witnesses, addressed the jury.

Mr. Sharp, in making his statement, said that the most conclusive evidence against a man was his own statement made at a time when it was neither to his interest nor to his detriment to make such a statement. In this case Wong Ka Chun had been proved to have made the statement that he was a managing partner in the Lai Hing, so late as in 1904. Mr. Sharp then proceeded to quote authorities in support of his point regarding a man's own statement, and then went on to say that an affidavit was a most solemn declaration, and that for this reason special people were appointed to swear in those signing such documents after having thoroughly interpreted and explained the contents to the person so signing, and the last clause in affidavits was an acknowledgment of the fact that they signed the same "honestly believing the same to be true." Here the man who now tried to set up a claim that he was not a partner had signed an affidavit that he was, and five affidavits in which he described himself as "Managing partner of the Lai Hing Bank."

His Honour: There have only been two affidavits filed in the pleadings.

Mr. Sharp: If my memory bears me out there are five referred to; if I am wrong I'm sorry.

There was a prolonged search of the record which disclosed three affidavits.

Mr. Sharp then continuing his address referred to the contents of the affidavits and said they were either true or comprised a perjury.

His Honour: No, no, I don't think you can put the question of perjury to the jury.

Mr. Sharp: And why, my Lord?

His Honour: Because it is immaterial.

Mr. Sharp: It is immaterial, my Lord, but I submit that it is a point.

His Honour: But as you said, as there was no inducement to make the statement and it was not intended to deceive anybody it was not perjury—it was a lie, but not perjury.

Mr. Sharp: Very well then, my Lord, I will leave it entirely in your hands. Now, as to the partnership book, on which they rely so much, it is believed to be unreliable.

His Honour: That is the question of forgery which I think need not be gone into.

Mr. Sharp: Oh, as to the forgery, my Lord, I have dropped that, although we have it in evidence that Mr. Wakeman said he believed it to be a forgery.

His Honour: But that is immaterial.

Mr. Sharp: No, my Lord, it is not immaterial as it was a statement on oath.

His Honour: I don't think it was on oath.

Mr. Sharp: It was, my Lord, it was made by Mr. Wakeman on oath.

His Honour: I have no recollection of that statement.

Mr. Sharp: Mr. Wakeman made the statement on oath in the witness box. Your Lordship will no doubt find it in your notes.

His Honour: I find here that Mr. Wakeman said "I formed the opinion that it was a forgery."

Mr. Sharp: Ah, yes, I made the mistake of saying "he believed," instead of "he formed the opinion."

11th inst.

SENSATIONAL SCENE IN COURT.

Lengthy as this case about a partnership has been, it concluded with a denouement so sensational that it was almost tragic. Seldom indeed has a prosaic commercial question ended so calamitously for one section of the parties to a suit. Eight witnesses for the Official Receiver—one of whom was absent—were, at the

conclusion of the case, summarily brought before the presiding judge and after being told that they had been guilty of conspiracy were sentenced to three months' imprisonment. The shock to the witnesses, as well as to the spectators, will not readily be forgotten. They were all Chinese of high commercial standing, members of the native community well known in Hongkong, and the sensation felt by those who witnessed the withdrawal of these men under escort was trying in the extreme.

Prior to the summing up, it was intimated that the parties concerned had decided mutually to compensate the jury for their exhausting labours.

The Chief Justice then summed up. The jury retired at 5.15 p.m., returning ten minutes later with the unanimous finding that Wong Ka Chun was not a partner in the Lai Hing firm at the time that firm became bankrupt.

His Honour therefore gave judgment with costs for Wong Ka Chun.

THE SENSATION.

Seven witnesses who had given evidence on behalf of the Official Receiver, were called up and when they were lined up before him the Chief Justice sternly addressed them. He said that they had, in his mind, been guilty of a most flagrant conspiracy to defraud Wong Ka Chun, and had been guilty of the most corrupt perjury; in virtue of the provisions of the law which empowered him to deal with such cases he committed each of them to gaol for three months, without hard labour. They would forfeit their fees as witnesses, and he only regretted that he had not the power to make them pay the entire costs of the creditors themselves.

The sentence seemed to stupefy the witnesses, who turned at the command of the constables and dumbly left the Court.

Addressing the Jury His Honour thanked them for their attendance and said that in consideration of the length of the case their names would be kept out of the jury list for two years.

THE WRECKED "AGINCOURT."

CREW ARRIVE IN PORT.

It is, of course, now generally known that the *Agincourt* is a total wreck, and has been abandoned. The *s.s. Germania*, which arrived in port on Sunday evening, brought up the master (Captain Sims), officers and Chinese crew, which she had taken off the ill-fated vessel on her way up to Hongkong from Sydney. It appears that the *Agincourt*, which was proceeding to Hongkong with a cargo of coal, struck an uncharted reef to the west of the island of Palau, in the Caroline group, and became a total wreck. It will be remembered that this same vessel was the cause of much speculation among shipping circles some 18 months ago when she was wrecked on the Paracels, and after successful, but lengthy, salvage operations, safely placed in the Kowloon docks, whence she later issued to all intents and purposes a new ship. But the troubles of the vessel did not end there as the crew refused to proceed north in her on the ground that she was carrying coal which was then contraband of war, and a new crew had to be shipped. The *s.s. Agincourt* was a steel cargo steamer of 4,212 registered tonnage, classed 100 A 1 at Lloyd's and was built in 1904, at Northumberland, by the Newcastle Shipbuilding Company for the Agincourt S.S. Co. (Lloyd and Co.).

SCENES IN MACDONALD ROAD.

CURIOUS EUROPEAN CASE.

10th inst.

The noise of police whistles blowing, followed by the beating of drums, drew the attention of an Indian constable, at house at No. 112, Macdonald Road, Kowloon, at midnight, on the 6th instant. The policeman rushed up the staircase and found the trap-door on the third floor barricaded. He forced the trap-door and the occupants, numbering about ten Europeans, got on to the roof of the building and crossed to the adjoining building. Several officers had then gathered in the building and the cries of "save life" drew them to the rescue, where they found the occupants attempting to escape. There were several women there. A summons was issued with the result that the occupier, a woman named Lily Greet, appeared before Mr. Melbourne, and pleaded guilty to being disorderly. Inspector Langley informed the Court that there had been several complaints as regards this house. He would not ask that the defendant be fined, but simply bound over. His Worship bound her over in the sum of \$100 to be of good conduct for one year.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

IS IT CHINESE SUPERSTITION?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Can you or any of your readers tell me if the following incident is a sample of Chinese superstition? Being much worried by rats at night I told my coolie to set a trap for them, which he did, but which I noticed a few minutes later he had neglected to bait. I then called my boy and was proceeding to tell him to ask the coolie what utility he supposed there was in putting an unbaited trap to catch rats, when my boy astonished me by saying: "Bever belong master no talker here; all rats can hear and they savee, and suppose they hear master talker they no come to the trap." All this was said in a serious and mysterious whisper, after which the boy took up the trap and returned with it heavily baited with cheese. But the next morning the cheese had entirely disappeared without the trap closing on the marauder. That night, thinking to make sure of capturing the offending rodent I had a lump of ham securely tied to the hook and the trap set to a nicety for falling, but, behold! in the morning it was discovered that every scrap of the ham had gone the way of a lost proverb, and the cheese which remained open! When I called my boy and showed him the empty open trap, he grinned broadly and said, "My talker you so like; rats savee too much!" I gave it up and am now trying bird-lime!—Yours etc.

ANTI-RODENTS.

Hongkong, 10th April.

AN amusing story is related by the *Star Free Press*. It states that the other day, two Chinese cooks commenced to "beat" for the same fowl at Hungrak market, until it reached the handsome figure of seven salangs. The successful bidder laid down his basket to pay the money, whereupon the other set upon him, and a free fight followed. In the meantime some noddies snatched both the cooks' baskets which contained fruit and vegetables, and carried them off. Their chagrin may be better imagined than described when they discovered what had happened.

## GYMKHANA NOTES.

10th inst.

The first meeting of the season already advertised for and due to take place on Saturday next, the 14th inst., promises to be one of the most sporting ever held under the auspices of the Club. Never were such good ponies bought or kept over; never were they so well trained or fit never were owners so sanguine in connection with which latter item, the words of a Post Laureate are very applicable. He sings:

"And yet if e'en one racing mope was all its owner said, as well be dead."

All other blooming entered ones might just as well be dead.

Never were jocks so keen, and never has the "Club bar" been less patronized in consequence. Therefore taking all the novices into consideration we may expect a real good afternoon's sport and some exciting finishes.

The first race, the three-quarter mile event, for all subscription griffins, should bring out good field and will be keenly contested for. Speculation, Pathan and Red Herring are all hot stuff and I should look no further for the winner. But rumour has it, and though she has a lying tongue, we are at times fain to believe her. She says that a dark pony in more senses than one, who usually does his paces when the shades of night are falling, did three quarters in 1.17, and so on up to 1.30.

King is showing the white feather and each time he turns into the straight for home cuts it and though not distressed will not try. Donnybrook has gone one better than all the rest and put a mile behind him in 2.14. He looks very fine drawn and a bit short of muscle so will improve a pound or two before he starts. It is a pity Mikosh has not been entered; he has improved vastly since the meeting and now gallops in much more determined manner; he might possibly regain his former form. I have a sort of sneaking regard for Pathan, but what can a poor little sub possibly do against the great Ah Chow's griffins. At all events one can say that the cup is a very open affair and should be productive of much betting on the part.

The Hurdle Race is always good sport for the onlookers and one hardly cares to try and predict a winner as so many things might happen to prevent it coming off. Two ponies are jumping well are Quail and Doris Castle. Quail was known as an old and tried hand and he will take a bit of beating. Several other ponies have to be put over the sticks before Saturday.

The Mile and a Quarter Race will probably bring out the Challenge Cup ponies again, and I think the longer distance should suit old Zappy, but as weights will be an important consideration here one can scarcely hope at this stage to spot a likely one.

The Ladies' and Gentlemen's Tent Pegging and a Ladies' Nomination, and may be expected to furnish good amusement. All things considered I can safely prophesy that given few weather the first gymkhana meeting of the season will prove a huge success, both from the point of attendance and good sport.

Later.

The following times were taken this a.m.:

Donnybrook (Ah Fook), 1 mile, 41, 1.14, 1.50, 2.26.

Mikosh (Ah Fook), 1 mile, 35, 1.10, 1.44.

Maori King (Gegg), 1 mile, 37, 1.12, 1.46.

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